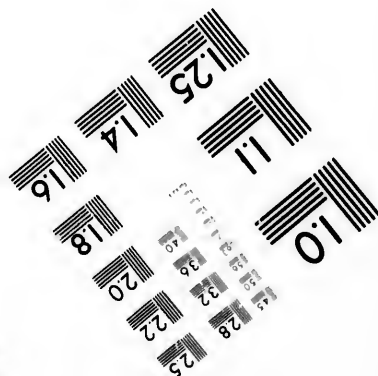
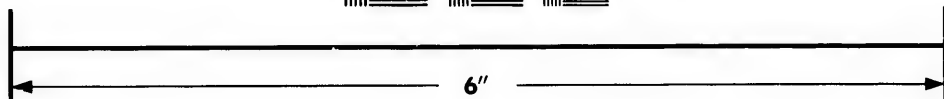
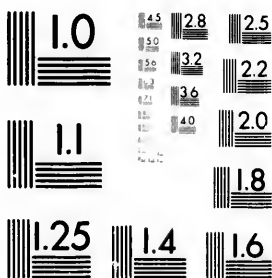


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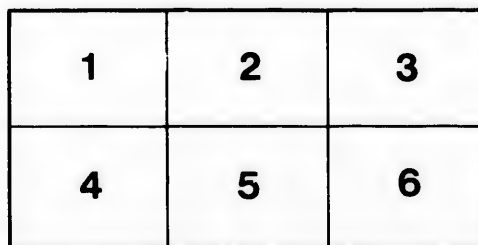
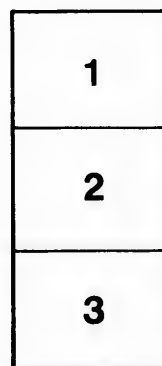
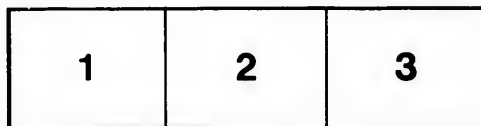
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THE
HISTORY
OF
QUEENS COUNTY,
N. S.

BY
JAMES F. MORE, Esq.

HORA FUGIT.

HALIFAX, N. S.:
NOVA SCOTIA PRINTING COMPANY.
1873.

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PREFACE.

IT being the wish of my friends that I should republish the "Annals of Queens County" in book form, I have consented, and now present to the public the history of my native county, begging the indulgence of my readers. This volume is submitted to the public without claiming for it that it is entirely free from mistakes; such total exemption can hardly be expected of a work of this kind. But that the present work is as free from any such of date or fact as the utmost care could effect is confidently believed. It might, indeed, in its details, have been more particular; but the aim of the writer has been to avoid prolixity and offence to persons or families so far as obligation to truth would permit. The constant detriment, and sometimes destruction of public and family records, in the form of letters, and other manuscripts and private papers urges the importance of preserving, in a more durable form, what may be proper for the public eye, and of most interest. It has been well remarked that, in treasuring up the memorials of the past we best manifest our regard for futurity. It is not to be expected that the affairs of a single county will be greatly interesting to the public generally, but to such, at least, as are connected with Queens County this volume will, we trust, be of some interest. They surely will not regret that a portion of its history is rescued from oblivion. Even in regard to those portions of the history of more recent date, such as shall be on the stage fifty or one hundred years from now, will have feelings similar to our own as regards the long past. The writer would have been much gratified could he have given a fuller view of men of distinguished reputation who acted their several parts well. If omissions occur in delineating the characters of the departed, the unavoidable absence of the requisite information must be the apology. Some of the most meritorious may have been passed by, whilst others less conspicuous or useful in their day have been noticed. It is much easier to regret necessity than to supply the remedy. If some land-marks have been set up to encourage and aid future research, then this attempt will not have been in vain. The writer has endeavored honestly, unbiassed by prejudice, to pursue the one object he had originally in view, with a determined inquiry for the truth in narration of events and the relation of facts. It cannot be regarded as otherwise than fortunate

that the earlier settlers of this county were emigrants from a country advanced in civilization, and that they were generally distinguished for intelligence and enterprise. For any defects that may exist in the present work the author begs indulgence; of its errors, if such there be, he can only say they were undesigned. If there should appear a paucity of material for so full a history of some periods of our progress as might be desired, or of incidents to give zest to the recital, it must be remembered that it is no part of our present duty to create; the records, scanty as they may be, we are necessitated to take as we find them. The inhabitants of this county are of New England origin, which is sufficient to give them a character for ability and enterprise.

My information has been obtained from the histories of Nova Scotia by Haliburton and Murdoch; from Freeman's history of Cape Cod, and "Pilgrim Memorials" by Russel, as well as by records within the province and county, aided by my own personal recollections and those of my friends.

HISTORY OF QUEENS COUNTY.

CHAPTER I.

De Monts sails from France.—Arrives in this Country.—Names Rossignol and Port Mouton.—Sir William Alexander.—His expeditions.—Nicholas Denys and De Razilly.—N Perrot asks for grant of le Have.—Capture of Portuguese vessel by Pirates. M. Bonaventure.—Sieur Perroscan des Sables d'Olonne.

ON the 7th day of April, A. D. 1604, De Monts whose name is so well known in connection with the history of Acadia, sailed from Havre de Grace in France on board a vessel commanded by Captain Timothy, her consort commanded by Captain Morill, of Honfleur, sailed three days after. Champlain says that they first met in the harbour which they first entered on this side of the ocean. This harbour was first known as "Port Rossignol," subsequently under French occupation "Port Senior," and now Liverpool. In this Port De Monts found a vessel engaged in the fur trade with the Indians, commanded by a Capt. Rossignol, which he, by virtue of the power and authority conferred upon him by his monarch confiscated, and gave to the port the name of the Captain. Laët, (a French historian) says they first landed at Port Mouton where they remained a month. This port was also named by De Monts, from the circumstance of a sheep jumping overboard, and being nearly drowned before it was rescued. They probably landed at S. W. Port Mouton, as the remains of a settlement at some early date are yet to be seen.

Leaving this port, he doubled Cape Sable and

discovered St. Mary Bay, Annapolis Basin, and other parts of the Bay of Fundy. After forming a settlement at Annapolis, he returned to France. In 1623, Sir William Alexander, Earl of Stirling, who had received from King James the I. a grant of all Nova Scotia or Acadia, (which then included New Brunswick), sent out a ship with a number of settlers to whom he gave instructions to select some suitable place for settlement. They sailed in 1622, but owing to the lateness of the season they were compelled to winter at St. John, Newfoundland. Putting to sea again in the spring of 1623, they sailed for Acadia, and coasting along the southern shore of the peninsula they entered Port Mouton, which they renamed St. Luke's Bay. They then proceeded to the next harbour which was named Port Joli, or the black port, Port Noir, now known as Port Joli, and from thence returned to England. Champlain in his history thus describes Port Mouton, "Seven leagues from Cape de la Heve is another harbour called le Port au Mouton, where are two small rivers in Lat. 44°. The land is very stony, covered with underwood and bushes. There is a quantity of rabbits and much game on account of the ponds there."

The next mention bears date 1635. Nicholas Denys, a man of enterprise, who was in partnership with Isaac de Razilly, a merchant of Auray, in Bretagne, established a shore fishery at Port Rossignol. The grant of seigneurie extended from the west side of LaHave River to the east side of Rossignol. The fishery was in all probability established at Herring Cove, for some years ago in preparing to build a public wharf, timber fastened with copper was found imbedded in the beach. In 1685 Rossignol is again mentioned in connection with

M. Perrot. He had been governor of Montreal for some years past, and was in 1684 transferred to Acadia as governor. He then wrote to the minister in France, and asked for himself a grant "of LaHave as a seigneurie, with a frontage of twelve leagues on the coast, beginning at Port Rossignol on the west, and ten leagues in depth inland, with high, middle and low justice, all rights of fishing, trading and hunting under the quit rent of a gold crown on each change of property. He also asks for fifty soldiers, (including fifteen seamen) with the thirty who were then in garrison, maintained at the king's expense ; a corvette of ten guns (eight and twelve pounders), a coast pilot and a missionary to be also supported. The cannon to be supplied for the fort, with the requisite ammunition and utensils of war ; tools to rebuild the fort, twelve barrels of tar, and 300 blocks or pulleys of all sizes. He requests permission to collect vagrants, and compel them to settle in the country, and that the soldiers be allowed to marry, giving them as in Canada, fifty livres or an equivalent. On these conditions he offers to put the fort of LaHave in a state of defence, to build there a dwelling house, storehouses, cazernes and a guard house, to erect a mill, settle a village, and collect inhabitants for the shore fishery by the advances he will make them. He will also take care that the inhabitants shall build a church."

As M. Perrot seemed to attach considerable importance to the fisheries within his seigneurie, and as it had previously been in possession of other French adventurers, and especially of de Razilly, who had settled forty families within its bounds, some, at least, of these were probably settled on the shores of Port Rossignol, engaged in the occupations then followed by settlers in this

country, that of trading with the Indians and fishing.

In 1688 a Portuguese vessel was taken by pirates, who were numerous upon this coast at that time, no less than ten sail being under the command of one Capt. Easten, who robbed her of three thousand seven hundred hides, and threw the men and £2000 of goods overboard. The hides were afterwards saved and carried to Boston. The pirates then went into Port au Bear harbour, but there is no mention made of their ever having been punished.

In 1700 M Bonaventure made a voyage to Acadie, and after visiting several parts of it, and becoming acquainted with its resources and capabilities, recommended to the French Government that the eastern coast be granted in seigneuries, and asked that Rossignol and Petite Reviere be granted to himself; and that a grant extending from the western side of Broad River to the river St. Catherine be granted to his nephew Brouillan, if he should remove to this country.

In 1703 Port Mouton was granted to sieur Perroscan des Sables d'Olonne.

A.D. 1708, it is recorded that Subercase, Governor of Acadie, remarked that Brouillan never spent a sou on his grant, which was situated on the coast seven or eight leagues from La Have. Pensens, his heir, asked for it but as Subercase wished it for himself, he was refused. Thus closes our scanty history of French dominion in this county.

Though in early times the French attached considerable importance to the harbours and fisheries of our county, still the settlements they formed along our coast were not permanent, nor did they increase to any size. Though no battles were fought in our county between

the French and English, nor no spots rendered famous on the page of Acadian history by sieges such as have overtaken Annapolis and Louisburg, still, in following the peaceful pursuits of trade and commerce, our shores were visited and made known to the world by early French adventurers. Our soil has not been disgraced, as have some other portions of our province, by the expulsion of the Acadians and the burning of their homes and property.

We now leave this most interesting chapter of our County's history, and take up the first settlement of it by the English. Meagre as are the details at our disposal, we trust we have given the reader some idea of events that occurred previous to 1760.

CHAPTER II.

Inducements offered to Settlers.—A committee appointed.—Warrant of survey issued.—Names of original grantees.—John Doggett, Sylvanus Cobb.—Confirmation Grant.—Population in 1764.—Attack upon the committee men by French and Indians.—First meeting held.—Committee appointed to lay out the town.—Queen's County erected.—First meeting of the proprietors.—First house built.—Petition from Peleg Coffin *et al* in reference to the appointment of committees.—Town laid out.—Members of House of Assembly.—Declaration of War.—Troublous times.—Fort Morris taken and retaken.—Letters of Marque fitted out—the Dispatch, Dreadnought, and Gigg.

LIVERPOOL was occasionally visited by foreign fishermen and voyageurs as a place of refuge, during the interval which elapsed between Nicholas Deny's occupation of it, and the period when the fishermen from the older colonies prosecuted the shore and river fisheries upon the coast of Nova Scotia. The New England fishermen, being largely engaged in prosecuting the fisheries during the summer months, were, after the expulsion of the Acadians, attracted by the munificent

offers of the Government, and readily consented to become permanent settlers.

To further this object, they petitioned by a committee appointed from among themselves, and asked that a township might be granted to them on the southern coast of Nova Scotia to the eastward of Cape Sable, and around port Rossignol. In 1759, a warrant of survey was issued by Governor Lawrence, of which the following is a copy :

" PROVINCE OF NOVA SCOTIA.

" To all to whom these presents shall come,—Greeting :

" Whereas John Doggett, Elisha Freeman, Samuel Doggett, and Thomas Foster, on behalf of themselves and the other persons hereinafter mentioned, have made application to me for a township within this Province, and have undertaken to make a speedy and effectual settlement of said Township,

Now Know Ye, that I, Charles Lawrence, Esquire, Captain-General and Governor-in-Chief in and over His Majesty's Province of Nova Scotia, by virtue of the power and authority to me given by his present Majesty King George the Second, under the Great Seal of Great Britain, have erected, and do by these presents, by and with the advice and consent of His Majesty's Council for the said Province, erect into a township a tract situate, lying, and being on the sea coast of Cape Sable shore, and is there to be abutted and bounded : To begin four miles west of the western head of the entrance into Port Senior, and to extend from the sea shore back into the country, on a course north west by north, fourteen miles, which is to be the western boundary ; and on the easterly side of said tract of land to begin one mile east of the eastern point of the harbour of Port Maltor, commonly called Port Metway, and to extend from the sea shore into the country fourteen miles, course north west and by north ; and from the said eastern limit, at the end of the said fourteen miles, to extend westerly till it meets the westerly limit of said tract of land, containing in the whole, by estimation, one hundred thousand acres, more or less, according to a plan and survey of the same to be herewith registered ; which township is to be called hereafter and known by the name of the Township of Liverpool, in the said Province ; and also, that I, by virtue of the Power and authority, and by and with the advice and consent aforesaid, do by these presents give, and grant, and confirm unto the several persons hereinafter named, one hundred and sixty-four shares or rights of two hundred shares or rights, whereof the said township is to

consist, with all and all manner " of mines unopened, excepting mines of "gold, silver, precious stones and lapis lazuli in and upon the said shares or rights situate as aforesaid.

The following are some of the names in the above warrant :

John Doggett	Isaac Crosby	Jethro Allen
Israel Tupper	Obadiah Crosby	Seal Sanders
Elisha Freeman	Eliakim Crosby	Experience Helens
Arthur Perry	Lemuel Crosby	Joshua Snow
Stephen Lamson	Nathaniel Balie	Jabez Snow
Nathaniel Perry	Samuel Doggett	Silvannus Cobb
John Atwood	John Torry	Silvannus Cook
John Kinton	John Rust	Nathan Tupper
John Nelson	Seth Barns	Theodore Ford
Benjamin Churchill	Thomas Torey	Seth Swift
Thomas Foster	— Churchill	Stephen Law
Elias Trask	Samuel Dunn	Richard Timbel
Caleb Studstow	— Curtis	Daniel Lock
Benjamin Bartlett	— Wall	— Moody
Nathaniel Foster	Jabez Gorham	Nathaniel Logan
Jabez Cobb	Jonas Whiteman	Thos. Ashly
Thomas Buron	Ebenezer Soul	Simon Freeman
Joseph Hatton	Thomas Daulrse	Barnabas Freeman
Joseph Dexter	John Kempton	Elkanah Morton
Benjamin Cole	Ward Tupper	

and a number of others.

Many of these, especially the youngest, and those without families, returned and did not become settlers in this township. Among the names contained in the grant of the township, which passed in 1764, and under which the township is now held, were many whose names were in the first warrant: John Doggett, who came with the first settlers, remained here, and was one of the most prominent men among the first applicants. He, at his own cost, entertained many through the first winters, for which the Government partially remunerated him. Sylvannus Cobb also was one of the first, but a more lengthy notice will be given of him hereafter. The following are the names of the proprietors in the grant which finally passed on the 20th of November, 1764. This grant was given to one hundred and forty-two pro-

prietors, and one share each reserved for the Church of England and for Schools:

Elisha Freeman	Joseph Feebk	Smith Freeman
John Dogett	Edward Doteh	John Foster
Nathan Tupper	Joseph Dryter	Johnathan Godfrey
Samuel Doggett	Zepheniah Eldridge	Daniel Torey
Ebenezer Nicholson	Benjamin Holmes	Ebenezar Dexter
Joseph Headley	John West	Obediah Albree
Cornelius Knowles	Charles West	Robert Harlow
Ebenezer Doggett	Paul Doughton	John Lewin
Benjamin Cole	John Wall	Johnathan Darling
Samuel Dolliver	Acus Tripp	Nathaniel Toby
Samuel Freeman	Howes Stewart	Syrenus Collins
John Hopkins	Johnathan Brerer	George Windslow
Joseph Collins	Elisha Freeman	William Gammon
Jabish Gorham	Prince Knowles	John Waterman
The heir of Jos Godfrey	Simeon Freeman	Jessey Warner
The heirs of Jno Young	Barnabas Freeman	Lemuel Drew
The heirs of Joshua	Robert Plasenay	Joseph Burnaby
Harding	Luther Arnold	John Dolliver
The heirs of Elkanah	Joseph Bartlett	Joseph Woods
Waterman	Edward Foster	Abener Eldridge
John Mathews	Johnathan Locke	Simeon Perkins
George Fancy	John Giffin	William Foster
Peleg Dexter	Robert Hebest	Alden Sears
Prince Snow	Isaac Tinkham	Benjamin Godfrey
— Nickerson	Samuel Battle	Thomas B Osgood
Thomas Brown	John Ryder	Thomas Bee
John Peach	Israel Tupper	Osgood Hilton
Barbara Cuffy	— Gorham	Samuel Crowell
Theodosus Ford	Stephen Paine	Thomas Hayden
Benjamin Parker	Stephen Gullison	Nathan Heatley
Thomas West	Richard Kempton	Abener Doaty
Robert Slocomb	Samuel Hunt	Ward Tupper
Henry Young	Timothy Burbank	Nathaniel Freeman
Nathaniel Godfrey	William Mitchell	Nathan Tupper Jr
William Murry	Thomas Foster	Robert Millard
Johnathan Crowell	Joseph Whitford	James Nickerson
Wm. K. Cahoone	Abraham Copeland	Elisha Nickerson Jr
Stephen Smith	Thomas Gardiner	William West
Jabish Cobb	Enoch Aleyter	Wire Morton
Peter Coffin	Samuel Eldridge	John Peach
Samuel Hunt	George Briggs	Nathaniel Knowles
Thomas Padderson	Thomas Gordon	Joseph Collins Jr
Elisha Nickerson	Ebenezar Thomas	Enoch Randell
Elisha Kenny	William Fitch	Nathan Sears
Jeremiah Nickerson	Jeremiah Nickerson	Ebenezar Simmons
The heirs of Sylvannus	Thomas Brehant	William Tripp
Cobb	Thomas Burnaby	One share for the first
{ The heirs of Elkan	Seth Drew	Church of England
{ Nickerson and unto	Hesekiah Freeman	One share for schools
{ Sylvenus Morton		

In 1764 the population of Liverpool was five hundred. These persons had arrived at this place in 1762-3-4. There were, however, some arrivals as early as 1759. For in that year Capt. Cobb, a gentleman who took an active interest in the settlement of this county, was employed by the government to convey along the western shore a party of committee-men who were desirous of forming settlements at or near Cape Sable. They attempted to land in some part of the county but were fired upon by about one hundred neutral French and Indians. In this same year the first public meeting held for any purpose in the town of Liverpool, then a pathless wilderness, was upon the sight of the present stores of John Campbell, Esq. The object of the meeting was to devise means to protect themselves from a threatened attack by the Indians of Port Medway.

. In 1760 the government of Nova Scotia were actively engaged in removing settlers to this country from New England, by providing vessels for that purpose and furnishing supplies to them on their arrival here.

May, 1761, Capt. John Doggett, one of the proprietors in the grant, was instructed to hire a vessel for the purpose of removing to our township twenty families and sixty head of cattle. This last for the use of the settlers. The expense incurred in this undertaking was to be defrayed by the Government. In this same year a committee was appointed to lay out the lands under the first warrant. This committee consisted of John Dogget, Elisha Freeman, Samuel Doggett, Nathan Tory and Nathan Tupper.

Augt. 21st, the Council at Halifax advised that the townships of Barrington, Liverpool and Yarmouth be erected into a county to be known by the name of

Queens. The first representatives elected to the Assembly were Benjamin Gerrish and Nathan Tupper. It will be perceived that previous statements conflict regarding the granting of this township. The same difficulty occurs here as with all the other townships granted at this period. The land was originally granted to a large number of proprietors, many of whom never visited this country, and others who did, returned to New England after the first or second years. This left a large portion of the land without occupants, which the government of the day to remedy, re-granted, under what was known as "confirmation grants," to the resident settlers.

The first meeting of the proprietors was held on the 1st of July, 1760, when Capt. Cobb made application for a piece of land to build a store and wharf upon. The petitioner asked the committee to locate the land that he might proceed at once to build. The house that was built upon this land, the materials of which were brought from New England, was owned by Sylvanus Cobb, and was situated on Front street at the foot of Wolfe street. This same building is now owned and occupied by Jesse Mulhall.

In this same year, the Government sent Mr. Morris, surveyor, in one of the provincial vessels along the coast to the westward, to lay out the township to the settlers that had arrived. In his report to Government he states, that he found that at Liverpool fifty families and six fishing schooners had arrived early in June. Though this last is an official statement, I have seen it stated that there were at this period seventy families, thirteen fishing vessels, and a considerable number of live stock.

On the 24th of July, a petition was presented to the Government from Peleg Coffin, Joseph Collins, Joseph Headly, Prianas Snow, Daniel Eldridge, Cyrenus Collins, Luther Arnold and John Chatfield proprietors in the township, against the appointment of their committee and officers by the Governor and Council, which right, they contended, should be vested in themselves. Their petition was afterwards granted by the Government.

1763. At this time petitions began to be presented asking for grants of land outside of the township. Among these was one from John Dogget, Esq., for Port Mouton island, which he had previously held under license, and improved. The grant was issued to him, and a portion of the island is still in the possession of the family. During the past two years about one hundred acres of land had been improved, leaving ninety-nine thousand nine hundred still in a wilderness condition.

1764. As previously stated, the confirmation grant was issued in this year, and the town plot also laid out. It is an oblong square containing sixteen blocks, each block being five hundred and sixty feet by one hundred feet in width or, seven lots in the length and two lots in depth. On three sides of the town plot it is bounded by fifteen rods of common-land reserved for public use. On the front of the square was Front street, and between that and the water was undivided lands, since located. King street running east and west, and Queen street north and south across the old parade, divided the town into four parts. The north section is divided in the centre by Wolfe street, running south $52^{\circ}15'$ west to the rear of the plot, at the foot, or rather opposite the foot of the street, and on the south east of which stands the former residence of Sylvannus Cobb, who accompanied

General Wolfe to Louisburg, and named the street in honor of his leader. The south division is divided in the centre by Amherst street, named in honor of General, afterwards, Lord Amherst. The front half of the town plot is divided into two parts by Lawrence street, named in honor of Governor Lawrence, who was indefatigable in endeavouring to promote the prosperity of the settlement. The rear half is divided into two parts by Morris street, named after surveyor-general Morris, by whom the town plot was laid out. These two last named streets run at right-angles to King street.

1765. During the following year the House of Assembly was dissolved, and a new election resulted in the return of William Smith and Simeon Perkins as members for the county, and Elisha Freeman for the township of Liverpool.

1770. William Smith and Simeon Perkins were our County Representatives, and John Dogget the Member for Liverpool.

1773. Seth Harding took the place of John Doggett, deceased, as Member in the Assembly.

1775. This year witnessed the commencement of the American Revolution. Many of the settlers of Liverpool sided with the rebels, and what with the conflicting opinions, the impressment of seamen, and the want of the necessaries of life, it was a season that tried men's souls. William Smith, the County Member, who was a merchant in Halifax, and held several high offices under the government, was, for his sympathy for the rebels, deprived of these, and he returned to the States. He held one meeting in the town of Liverpool at the house of Robert Slocomb, at which a goodly number attended. This same state of affairs prevailed all over the provinces,

and Mr. Legge says in writing to Lord Dartmouth, that there were no provisions to be purchased in the province. "The trade with the colonies is entirely put an end to," "and the inhabitants of this town—'Halifax'—as well" "as all other towns on the the sea coast are almost" "entirely destitute of provisions, and in the utmost" "distress on that account, nor can any provisions of" "bread kind be expected from Canada till June next if" "that province should remain then in possession of" "the Crown." In this same year martial law was proclaimed, and every precaution taken by the government to prevent spies from the States, and traitors within, from seducing the people from their allegiance.

1776. Murdoch says—"This year opened under" "circumstances unfavorable in a high degree for the" "British interests in America, and the prospects of" "Nova Scotia were just then especially gloomy." The American privateers now infested our coasts and did much damage to our shipping. They entered the harbour of Liverpool and took Fort Morris through the treachery of the sentry. It was, however, immediately re-taken by the militia there, under the command of Colonel Perkins. To assist the militia in the defence of the town the Government decided to send thirty additional soldiers to Liverpool.

1777. By an Act of Imperial Parliament passed in this year, any persons applying to the Admiralty could obtain a commission for any vessel having on board merchandise, (not contraband) to arm and man themselves to be able to resist the enemy, and with certain restrictions to capture prizes by complying with certain rules as set forth in their commissions. The prizes when taken, were ordered, by the Court of Admiralty, to be

sold for the benefit of the captors, or otherwise disposed of. Under this Act, certain persons in Liverpool (1779) applied for Letters of Marque, and memorialized the Government at the time, and stated, that as they had been great sufferers by the loss of their trading vessels they had resolved to fit out an armed vessel, but as they were unable to obtain supplies, they asked to be provided with the arms and ammunition, which the Government agreed to do.

1779. The government voted £50 os. od. for a block house at Liverpool, and also £39 16s. 2d. for the barracks.

1780. Joseph Barss was in command of the privateer schooner "Despatch," to whom Letters of Marque had been issued. He brought into Liverpool a brigantine, name unknown, but which soon proved to be the "Diana," a re-captured prize, laden with a valuable cargo. The Collector at Liverpool, Wm. Johnson, Esq., gave permit to land that portion of the cargo that was perishable, consisting of flour, cheese and hams. She was originally bound to Quebec, and had been captured by a rebel privateer. It was finally ordered by the Court of Admiralty, that upon the original owners (McGill & Co. of Halifax) paying a salvage of one eighth on the full value of the cargo and vessel, she should be handed over to them. H. M. Ship of war "Delaware" was ordered to Liverpool to convey her to Halifax. The "Diana" was, however, plundered of a portion of her cargo while in Liverpool harbour, which resulted in the forfeiture of Capt. Barss's Letter of Marque.

29th October 1782. The government offered a reward of £20 to discover, if possible, the persons who had cut off John Mullins' ears. He had turned informer upon

a party of smugglers and they took revenge upon him in this way.

A number of prizes were brought into Liverpool, having been captured by the Letter of Marque schooner "Dreadnought," Capt. Ephraim Dean commander. Among them was a sloop, John Humphrey master; the cargo was retained and the vessel released. This vessel caused a suit in the Admiralty Court which was attended with much difficulty and scandal. The brig "Emerald," Daniel Parsons master, bound from St. Domingo to Gloucester, having been captured after cessation of hostilities, was ordered by the Court to be delivered up to her owner, Samuel Whittemore. Another, a brigantine, Peter Coffin master, was captured at sea, and her cargo having been removed from her she was released. The cargo having been taken to Liverpool led to a suit in the Admiralty Court. Another, the brigantine "Union." Upon her the Court decided that one-eighth should be paid to the owners of the "Dreadnaught." She was owned by Benjamin M. Holmes, Esq., but before he received possession of her she was partially burned. The "Gigg," an armed sloop employed by the government was cast away at Port Matoon, and a protracted suit with the usual amount of scandal was the result before the affair was finally settled.

1784. At this time some trouble arose in Liverpool between Capt. Howard of the Regulars, who was stationed there, and the civil authorities.

The captain of the privateer "Lucy" had sent a prize into Liverpool with several prisoners. Colonel Perkins, who was both the head of the Militia and Marshall of the Court, ordered some of the militia to guard the prisoners, who were confined on board a schooner lying

at Mr. Tinkham's wharf, now belonging to Samuel Freeman & Sons. James McDonald and Benajah Collins were appointed by Col. Perkins but they refused to perform duty. A court martial was held but still they refused. Capt. Howard interfered so far as to say, in public company, "that he wished he had the handling of them, that he would make them ride the wooden horse." This caused retaliation, they in turn said "it was none of his business, also that he did not understand his duty." This circumstance with others of a similar character caused a great deal of discontent and scandal in the community at that time. McDonald and Capt. Howard had a fight at Mr. Dexter's in which some of the soldiers interfered, but no lives were taken.

This brings the history of Liverpool township down to the close of the American War of Revolution. Though the County of Queens received a large increase to its population by the removal of the Loyalists to this Province, still the number that arrived at Liverpool were few till the decline of Shelburne commenced, when a large number found their way hither.

CHAPTER III.

Port La Tour.—The French.—Claude De la Tour.—The French settlements at Barrington, Tusket and Eelbrook.—The capture of the French at Barrington.—Burning of their houses and chapel.—Their removal to the Old Colonies.—Subsequent removal to Halifax.—English settlements at Barrington and Yarmouth.—Religious belief.—Petition for division of County.—Alexander McNutt.—New Jerusalem.—Loyalist settlement at Port Roseway—settled by soldiers.—Population.—Naming it Shelburne.—Governor Parr's visit.—Wreck of the Martha.—Birchtown.—Removal of the blacks.—Morals of the town.—Business of its people.—Visit of Prince William Henry.—Lockeport.

Early in the seventh century the French had built a fort at Cape Sable on the harbour now called Port La

Tour. It was the scene of a contest in 1623 between Claude De La Tour, a French Huguenot in the employ of the English government, and his son who was defending the fort in the French interest. The result of the engagement was, that the English were compelled to retire to their vessels. A census taken in 1686 showed the number of persons at Cape Sable to be sixteen. They had seven acres of land tilled, and had seventeen horned cattle and sixteen guns. At Barrington, which was called by the French *Le Passage*, a large village had been formed and about two hundred acres of land cleared, a Roman Catholic stone chapel had been built, and a grist mill was in operation upon the river. They had also formed several settlements about Tusket and Eelbrook in the present county of Yarmouth. At the time of the expulsion of the Acadians the French at Cape Sable were not permitted to escape, and orders were issued to Major Prebble, then returning from the siege of Louisburg, to proceed to Cape Sable and capture the inhabitants and convey them to Boston. This he did, and the removal was accompanied with the same harsh treatment which Longfellow has so clearly depicted in his poem "Evangeline." The church and houses were destroyed and burnt, and the cattle were confined in a barn and burnt in order that they might not be used by the French who had escaped to the woods. The number that still remained after this was one hundred and fifty one. They were subsequently removed to Halifax and from thence conveyed to England. Some of the expelled Acadians returned from the Old Colonies, and in 1767 eighteen families residing at Cape Sable petitioned for lands at Pubnico which were granted them, and

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which formed the commencement of the present flourishing settlement on that harbour.

About 1760, or at the time of the settlement of Liverpool, Barrington and Yarmouth were applied for by the same class of persons as settled our own township; Barrington was situated at Cape Sable and Yarmouth about Chebogue harbour. The first settlers suffered severe hardships during the first winters, and were only kept from starvation by the assistance of the Indians. They were in religious belief Quakers, Presbyterians and Congregationalists, and soon after the first settlement erected places of public worship. The county business was conducted in Liverpool, of which the people of Yarmouth complained, and petitioned to be set apart into a separate county. The prayer of their petition was not however, granted till many years afterwards. The inconvenience attending this must have been very annoying, as they were compelled to go to Liverpool on almost every occasion. Their deeds were recorded there, and it was there that their Court of Sessions was held.

In 1765 Col. Alexander McNutt applied for one hundred thousand acres on Port Roseway, between Barrington and Liverpool townships. He was associated with many leading men of Philadelphia, one of whom was Dr. Benjamin Franklin. He and his associates obtained large grants of land in different parts of the province having in view the idea of settling them by emigrants from the North of Ireland. He however only brought about two hundred persons to this country, and only a few of them settled at Port Roseway. In his application for a grant of land in that locality, he had applied for charter to build a city to be called New Jerusalem. As Port Roseway was a splendid harbour

and advantageously situated for the prosecution of the shore fishery, he imagined that a city would at once be built. The breaking out of the American Revolution interfered with his designs, and as he had not fulfilled the conditions of his grants, they were escheated for the settlement of the Loyalists. The island in the mouth of Shelburne harbour upon which the lighthouse is situated, still retains his name. He was subsequently drowned while crossing from this island to the mainland, and his remains lie buried within the limits of "New Jerusalem."

At the close of the American Revolution a large number of Loyalists left New York and settled in Shelburne. The fleet that conveyed them from New York was composed of eighteen square-rigged vessels besides several sloops and schooners, protected by two ships of war. They sailed on the 27th of April 1783, and arrived at Port Roseway on the 4th of May. They were there met by persons sent from Halifax, and a committee of them selected the head of the harbour as the site of the town. The town was immediately laid out and cleared. It consisted of five parallel streets sixty feet wide which were intersected by others at right-angles, each square containing sixteen lots sixty feet in front and one hundred and twenty in depth. The number of persons that removed to Shelburne were at first limited to four hundred and seventy-one families, principally disbanded soldiers, but in the fall of 1783 the close of the war had thrown a large number of the soldiers and sailors out of employment and they removed to Shelburne. In July of this year Governor Parr visited Shelburne. He arrived there on the 26th, and on the following day disembarked from one of the vessels under a salute from the ships. He landed at the foot of King street and

was received by a discharge of cannon, and was presented with an address from the magistrates and people. He also named the town Shelburne, in honour of Lord Shelburne who was then Secretary of State. It is said that as he named the town, the flagstaff which stood on Stanhope Hill, and on which the British colours were flying, fell to the ground. Governor Parr in writing to Lord North regarding this visit said : " I visited Port " " Roseway as soon as I could after the arrival of the " " Refugees. The number at that place is upwards of " " five thousand persons and many more I expect will " " soon arrive there. I appointed magistrates and " " established order among them, and I flatter myself " " that they will soon become a happy and flourishing " " settlement." Some trouble arose during this year between the people and one of the surveyors which led to serious riots, but the prompt dismissal of that officer by the Government soon quelled them.

Among the vessels which left New York in September of this year was the ship " Martha " which had on board a corps of the Maryland Loyalists, and a detachment of the 2nd Delancey's, one hundred and seventy-four persons in all. She was bound to Shelburne, but was wrecked between Cape Sable and Tusket ; ninety-nine persons perished, the remainder were saved by fishing boats and carried to St. John's River where they became settlers.

The population during the next year or two increased to near sixteen thousand in Shelburne and the suburbs. On the opposite side of the harbour four miles from Shelburne town, Birchtown was laid out for the blacks. They numbered as high as four thousand, and

built quite a large town. The greater number of these were removed to Sierra Leone in 1790 or '91.

For the first three years of the settlement, the British Government dealt out rations to the inhabitants, and sustained an expensive Commissary Department during all that time. Shelburne was essentially a military town, and for eight or nine years a body of troops were stationed there, and ships of war were almost always to be seen in the harbour. Opposite the town, barracks were built of which there are now scarcely a vestige remaining.

A large portion of the population were educated and wealthy, and were unused to the hard and arduous toil that was necessary for an emigrant to perform in a new country. The consequence was that as soon as the rations were discontinued the people began to desert the town. Many returned to the States and others removed into different parts of the Province. Liverpool received a fair share.

A result of so many soldiers and sailors being thrown upon the town without employment was, that drinking and rioting was carried on to a large extent. The number of licensed drinking saloons was enormous considering the population, so much so that the grand jury, in 1786, stated in their presentment that unless the number was lessened "that every principle of morality" "would be extinguished in the rising generation."

A large business grew up with Europe, West Indies and the United States, and a number of vessels were built. The first vessel that was built in Nova Scotia was built here, and was of 250 tons burden. It is, however, stated that the French had built vessels in this Province in early years but on no good authority.

Prince William Henry, afterward William the Fourth, visited Shelburne in 1788. He only remained a short time and was received with every honour. A ball was given him which was held in the Merchant's Coffee House.

After this time Shelburne town steadily declined and its population deserted it in large numbers. I have given but a hasty and imperfect sketch of Shelburne and the other portions of Queens County before its division. There remains but one other place to notice and that is Lockeport. It was first settled by three families from New England, Joseph Hardy, Josiah Churchill and Jonathan Locke. This portion of the county has largely increased in population, and the descendants of the above named are numerous.

CHAPTER IV.

1783 to 1812.—History of Liverpool Township and County of Queens.

The increased population of different parts of the County and the constant large increase of county business rendered it necessary that the county should be divided. The dividing line commenced at the head of Port Mills and ran N. 15° W. to the boundary line of Annapolis County.

Very few of the loyalists settled in Liverpool at this period, and it was six or seven years afterwards before any removed to this town. The British Government sustained Shelburne for the first three years of its existence by the rations which was dealt out to the inhabitants. As the people were indolent and lazy the sudden withdrawal of these compelled them to scatter, and they

removed to the States and different parts of the province. The materials for a history of Liverpool from 1783 to '90 are scanty indeed, and records that I have been able to obtain throw no light upon that period. We are certain, however, that the town improved, trade was increased and extended and its population augmented.

1793. John Thomas, Esq., was Collector of Import and Excise.

1793. Laymen were appointed to solemnize marriages for the first time in the absence of Church of England clergymen. John Thomas, Esq., was the first appointed and acted for many years.

1793. During this year the schooner *Adamant*, belonging to Hallet Collins, Esq., was captured by a Bermuda privateer called the "*Bermuda*," which caused a long and difficult case in the Vice Admiralty Court. The "*Adamant*" cleared from Liverpool for Bermuda, and when boarded by a boat's crew from the "*Bermuda*" the captain produced fictitious papers and she was detained and carried into Bermuda. These fictitious papers were kept only as a safeguard, and when this fact was satisfactorily proved she was released by the Court. The "*Adamant*" was afterwards captured by the French and taken into Boston, where she was sold without being advertised.

The community, in consequence of the troublous times, was kept in a state of excitement. On Saturday, October 18th, 1794, a large ship, the "*Barnstoff*," appeared in the mouth of Liverpool Harbour, and showing colours which were taken to be French. A number of the militia assembled, and a boat was despatched to ascertain the strength of the ship and to what power she belonged. The ship soon anchored in a dangerous position, and

the boat returned with the intelligence that the ship belonged to Denmark, but that she was loaded at Bordeaux (France) on account of a Boston merchant, and that she was bound to Philadelphia. A pilot was left on board, and on Sunday John Thomas, Collector, Deputy Sheriff Hunt and a party of militia, consisting of an officer and fifteen men, went on board, and on Monday she was carried to a safe anchorage under the Battery. On examination of the papers by the Customs authorities, it was found that everything was correct as reported by the ship's officers, but there was great reason to suspect that deception was attempted, and that the vessel and cargo were both French, and it was therefore determined to keep the ship until enquiries could be made concerning her. She therefore remained in charge of the Deputy Sheriff and Officer until taken possession of by H. M. Ship of War Thetis. These men in whose possession she had previously been, had incurred considerable expense in taking care of her before she passed into the keeping of the "Thetis," and they petitioned the Government to remunerate them. The amount of their bill was £27 7s. 8d. The petition was signed by the following persons, viz: Simeon Perkins, Samuel Hunt, John Thomas, Nathaniel Freeman, Elisha Hopkins, Joseph Barss, Snow Parker, Paul Collins, Fady Phillips, James Goreham, Lemuel Drew, Stephen Smith, Nathaniel Smith, Simon Fraser, John Nickerson, Joseph Freeman, James Knowles, John Kirk, Benjamin Parker, Israel Cheever, James Taylor, James Rogers and others.

On the 21st Colonel Perkins, as Justice of the Peace, gave an order to Deputy Sheriff Hunt to allow Mr. Bradford, the owner of the cargo, Mr. Patterson and

others of the crew, to remove from the ship their individual effects as they did not form part of the cargo. In the meantime he received orders from Governor Wentworth, dated 20th, "To take all legal precautions to protect the vessel and cargo according to law, that any capture or seizure thereof under any commission or warrant from authority received from H. Majesty be fully and completely supported, and that the said property be delivered to such person or persons as could produce to him such authority, every other pretence to take possession thereof being unjustifiable.

The reasons why the militia authorities, of whom Mr. Perkins was commander, wished to retain the Barnstoff in their possession was to obtain the prize money which they considered justly due them, and the reasons they had for claiming it may be learned from the following examination of one of the crew, Hans Burgmaster. He was born at Famam in Denmark, his place of residence was in London, where he had a wife. He went to Portsmouth, G. B. sometime in April on board the brigantine "John & Catherine," Nathan Dorich master. The brigantine was loaded with flour and sailed for Saint Sebastien in Spain, and on the tenth day after they sailed they were taken by a French Privateer and carried to Rochelle, from Rochelle he was carried to Rochefort as a prisoner. There he was given twenty livres and ten sous to go to Bordeaux and a pass. He then entered on board the ship Barnstoff, Capt. Myer, bound to Philadelphia, at eleven dollars a month. They sailed on the eleventh of July. The ship was loaded when he went on board; so far as he knew the ship belonged to Altana in Denmark. He could not say who the ship belonged to, but he understood she was formerly French

and was bought by the present owner at Bordeaux. He understood she had sometime before a different cargo in her, a quantity of cash and other valuable things, but when the money was discovered it was taken out and the owner guillotined. He thought the cargo then on board principally belonged to a gentleman on board named Taloon who belonged to the Isle of France, now Mauritius. He knew nothing about Mr. Bradford, who called himself supercargo of the ship, or whether he owned any part of the cargo on board; and as regards the cargo he understood it was all wine and brandy. In answer to the question put to him: "What land did you make?" He did not know, but believed it was near Boston about eight days before. When asked why the ship came in here: "Because we were in distress for provisions and the sails and rigging in bad order. When asked, where was the ship bound after she should arrive at Philadelphia, he said: We understood on board the ship that she was intended to go to the Isle of France. Then, who is the young man on shore with Mr. Bradford? His father and mother live in Bordeaux, his name was Patterson and was from Amsterdam then. In answer to the question, were there any arms on board the ship? That there were none excepting a few pistols and cutlasses; that there were sixteen persons including the captain and boy, Mrs. Taloon and servants and Mr. Bradford, and that the seamen were all foreigners. He, himself, was 44 years of age and had lived in London about twenty years. He thought that some part of the cargo belonged to the French nation."

In consequence of the evidence given by him, the Militia authorities prosecuted their cause with vigor in

the Vice Admiralty Court to obtain the prize money to which they thought they were entitled.

Previous to the decision some of the wealthier people of the town agreed to advance the money to carry on the suit, for which, in event of condemnation of vessel and cargo, they were to receive one hundred per cent. for their money. The amount recovered in the Court was £597 9s., which was spent in the repayment of the money advanced to carry on the suit.

1799. On the 21st of May the privateer ship "Charles Mary Wentworth" returned to Liverpool, N. S., from a cruise, bringing with her four valuable Spanish prizes.

In this same year Richard J. Uniacke, Attorney General of Nova Scotia, was returned as member for Queens County without opposition.

Sir John Wentworth, Governor of Nova Scotia, visited Liverpool in September 1800. He sailed from Halifax on the 26th of the month for Sydney, Cape Breton, but owing to contrary winds put into Liverpool where a dinner was given in his honor and an address presented to him.

The embargo act passed on the 22nd of December 1807, at Washington, and reads thus:—"That an embargo be and is hereby laid on all ships and vessels in the ports and places within the jurisdiction of the United States cleared or not cleared, bound to any foreign port or place, except vessels under the immediate direction of the President of the United States; and that the President be authorized to give such instructions to the officers of the revenue cutters of the United States, as shall appear best adapted for carrying the same into effect; providing that nothing therein contained shall be construed to prevent the departure of any foreign

ship or vessel either in ballast or with goods, wares and merchandise on board of such foreign ship or vessel when notified of this Act." Section 2nd required "vessels with goods etc., from one port to another of the United States, to give bonds to re-land the goods within the United States. Armed ships of foreign powers not to be subject to embargo."

The embargo placed on the trade between the United States and the British Colonies was intended to distress the colonists in the extreme, and to injure the Army and Navy then in Nova Scotia. In the United States at this time Great Britain was represented as a sinking nation, and that the United States need not fear her resentment, as France would soon be master of all Europe.

The embargo was the means of stimulating the trade of the Colonies, and largely increased our carrying trade. This act was far from being popular with the mercantile classes of the American Union, as they were always found ready and willing to dispose of their commodities at any time to the provincials, and use every effort to screen the purchaser.

The price of flour rose very rapidly to about \$26.00 a barrel. In the early part of 1808, John More (my father) with a Portuguese named Antonio Silver and a boy, left Liverpool in a sloop belonging to Snow Parker, Esq., for Portland. They arrived safely, obtained a cargo of flour, fruit, etc. My father was fully aware that he was violating the embargo, but was assisted by the people of the States, who were desirous of disposing of their commodities at a fair profit. He had not proceeded far on his return voyage before he was pursued by a revenue cutter. When she came up with them my

father was at the helm, with the only arms on board, being a blunderbuss, a musket and a pistol, lying before him on the house. He cautioned his pursuer against any attempt to board the sloop, and after an interchange of a few words the cutter left to return to Portland. The captain of her was a Scotchman and probably a mason.

Captain Stephen Collins, who was at Boston about the same time, obtained a full cargo in the following manner. He was waiting for a number of passengers from Penobscot, who were desirous of removing to Nova Scotia. They had taken on board the quantity of provisions allowed by law, *i. e.*, so much per head for crew and passengers, who were said to be about forty in number. Capt. Collins was also allowed to purchase a hog and of course bought the largest he could find. The time allowed for them to depart was now nearly expired and no passengers had arrived. Mr. DeWolfe was the only passenger on board, and he bargained with the officer in charge and slipped the cable. Notwithstanding it was boisterous weather the run was made in safety, and the cargo brought a good price in Liverpool.

The speech with which his Excellency opened this session of our Legislature refers to the embargo in the following terms.

"That the embargo, as established by the United States, was intended to injure the colonies and the commerce of Great Britain, but that by a wise foresight on our part it had been made to conduce to the prosperity of this colony, as the vast increase of our imports and exports during the year plainly proved. He congratulated them on the prosperity of agriculture and the fisheries, and the augmentation of the revenue. He

also informed them that he had organized twenty-six battalions of militia, and that a large proportion of them were fully armed and equipped."

There was a public market-house established in 1799, and was situated on New Bridge Street. This building is now occupied by Mr. Samuel Delisser as a restuarant.

Trouble began to increase between the American and English Governments, and war was declared June 18th, 1812. The miseries of war had almost existed for some two or three years previous to its outbreak, and the appearance of a comet in that year led people to prophecy that troublesome times were about commencing. These feelings were indulged in by all, and especially among the uneducated portion of our community.

The poetical address to this "stranger of Heaven" by Hogg, the Etrick shepherd, was, perhaps, similar to the inquiries that many asked in their own minds regarding it, but were unable to find words to express them, as he has done so beautifully.

TO THE COMET OF 1811.

Stranger of Heaven ! I bid the hail !
Shred from the pall of glory riven,
That flasheth in celestial gale,
Broad pennon of the King of Heaven.

Art thou the flag of woe and death,
From angels ensign staff unfurled ?
Art thou the standard of his wrath
Waved o'er a sordid, sinful world ?

No, from that pure pellucid beam
That erst or plains of Bethlehem shone,
No talent evil we can deem,
Bright herald of the eternal throne.

Whate'er portends thy front of fire,
 Thy streaming locks so lovely pale,—
 Or peace to man, or judgments dire,
 Stranger of Heaven ! I bid the hail !

Where hast thou roamed these thousand years ?
 Why sought these polar paths again ?
 From wilderness of glowing spheres,
 To fling thy vesture o'er the main.

And when thou scal'st the milky way,
 And vanisheth from human view ;
 A thousand worlds shall hail thy ray,
 Through wilds of yon empyreal blue.

Oh ! on thy rapid prow to glide !
 To sail the boundless skies with thee,
 And plough the twinkling stars aside,
 Like foam-bells on a tranquil sea !

To brush the embers from the sun,
 The icicles from off the pole ;
 Then far to other systems run,
 Where other moons and planets roll.

Stranger of Heaven ! Oh let thine eye
 Smile on a rapt enthusiasts dream,
 Eccentric as thy course on high,
 And airy as thine ambient beam.

And long, long may thy silver ray
 Our northern arch at eve adorn ;
 Then wheeling, to the east away,
 Light the grey portals of the morn.

Hogg.

CHAPTER V.

Detention of the British fleet at Halifax during the winter of 1812.—American privateers.—Extraordinary high tide.—Treaty of peace signed.—Result of it to Liverpool.—Building of the drawbridge across the river.—By whom owned.—Cost, etc.

1812. The most remarkable event of this year to us, was the declaration of war by the United States against Great Britain.

It was at this time the custom for the Admiral to leave Halifax with the fleet about the latter end of November, and proceed to Bermuda for the winter, where he usually remained until the beginning of June in the following year. Sir John Sherbrooke, the Governor at the time, represented to the minister of war at home, that the coast of this Province being unprotected might result in the Americans sending a hostile fleet to this country, and urged the necessity of the fleet remaining in winter quarters at Halifax. He says "That two thousand fishing schooners are employed belonging to the coast from Cape Cod to Newburyport, and that he thinks their crews would readily volunteer on such an expedition."

American privateers infested our waters and did great damage to our shipping. Of the vessels we fitted out for retaliation some account will be given in a succeeding chapter.

In the year 1813 Liverpool was visited by a very extraordinary influx of the sea. Haliburton gives the following description of it. "On the 19th of January there was a severe gale of wind from the southward, which terminated at five o'clock on the morning of the 20th in a thunder storm. From that time the weather had become moderate, the wind had ceased, and the

water was calm. At eleven o'clock in the day it began to blow violently from the south east, and immediately afterwards from the northward, when the sea appeared to have suddenly risen six feet above its ordinary level, and to be rushing with prodigious violence into the harbour. The vessels at the wharves were swept away in an instant, some of them having broken their fastenings, and others tore away the piles to which they were attached. Five of them were forced up the river with as much velocity as if they had been under a press of sail, and on the reflux a large brig and a ship were driven over the bar and carried out to sea. At the Falls the ice was immediately floated, and in its rise destroyed the bridge. In less than an hour the agitation of the water subsided, and was succeeded by a breeze from the north east attended with sleet and hail. A rumbling noise, not unlike that of thunder, having been heard a short time previous, and no similar influx having been perceived in any harbour on the coast, this phenomenon has been generally attributed to the shock of an earthquake."

On the 30th of May 1814 a treaty of peace was signed at Paris between the Prince Regent and Louis XVIII. The war between England and America was carried on during December of 1814 and January 1815, although the treaty of peace was signed at Ghent 24th December 1814. The news was first received and published at Washington on the 18th of February 1815, and in Halifax on the 3rd of March.

The close of the war produced stagnation in trade, and prices fell rapidly. The war, however, had largely benefited Liverpool by increasing the wealth of its people, and the town began to be enlarged and built up. At this

time there were but two buildings upon the square on which the residence of John Campbell, Esq., now stands.

The drawbridge across the river was built in 1816. It was owned by a joint stock company, in whom the property was vested for fifty years by law. It was eleven hundred feet in length, and two carriages might pass each other. The whole cost of it was £4000, and for many years it paid a fair dividend. In 1866 the charter expired and the bridge became free, and in the following year the new bridge was erected by the Government, at the cost of about \$20,000.

On the evening of Thursday the 18th of January and morning of the 19th, 1855, the southern coast of this Province was visited by one of the most terrific storms ever known. To the east and west of Liverpool the destruction of property was great. At Gull Islands the brig "Delegate" was driven ashore, and became a total wreck. The crew, however, were all saved. At Hunt's Point, a few miles further S. W., every wharf, fish-store and flake were torn away and dashed to pieces, and a large amount of valuable property destroyed. At the two ports further west—Port Mouton and Port Joli—much damage was done.

In Liverpool harbour the damage was great, hardly a wharf escaping, all being more or less injured, and some floating away. The extraordinary high tide which accompanied the storm assisted the elements in the work of destruction, and as each returning wave swept against the wharves, vessels were driven from their fastenings, tearing up the wharves in every direction and destroying a large amount of valuable property. The tide rose and filled the cellars of houses on Water street and caused much confusion. The ship "Queen of the

Seas," which was lying in good anchorage with two large anchors, twenty-two and twenty-four hundred weight respectively, and a stream kedge of suitable weight, and chains accordingly, went ashore on the opposite side of the harbour. The barque "Wave" was stranded at Fort Point. These vessels were not broken up, but were driven high up upon the shore, and fortunately the crews of both were saved. These incidents of the storm are but the few recorded of many that occurred. The saddest one yet remains to be told, that of the wreck of the schooner "Rambler," of Halifax, Patrick Grey master. This schooner was bound from Fortune Bay, Newfoundland, to Boston with a cargo of herrings in bulk, and the day before the storm put into Liverpool harbour and anchored below the Fort. She was seen the next morning not far from the "Queen of the Seas," a total wreck, and every soul belonging to her drowned. The vessel was literally dashed to atoms, and her timbers, cargo and materials strewn about in all directions. The bodies of the crew, six in number, were found and decently interred.

In 1865 a very destructive fire occurred in Liverpool, in which the total loss was estimated at between \$50,000 and \$60,000. About eleven o'clock on the morning of the 14th of September, a fire was discovered in the back part of a barn owned by Mr. Jonathan DeWolfe. Everything was so dry from long continued drought, that the fire spread rapidly, and before the engine could be got in a working position the barn and Mr. DeWolfe's dwelling were wrapt in flames. Almost simultaneously a fire broke out in Mr. Mulhall's barn which stood near the Methodist chapel. Orders were immediately issued to tear down the Mission house to make a gap if possible

and prevent the fire extending. It however spread rapidly, and the chapel was soon in flames. On account of the long drought the wells around and on the premises were dry, and the engine was working from the river. The fire leaped across the road and destroyed Mrs. Finney's, Messrs. Hemeon's, Payzant's, and Mrs. Smith's houses. From the Methodist chapel the fire spread to the Mission house, W. H. Hinde's, A. McDonald's, William Cowie's and to the Baptist chapel. At this time the wind, which had been blowing from the west—directly down Main street—changed to the south west, blowing the flames and cinders towards the river, thus checking the fiery monster and saving the town. Two other buildings beside the river were destroyed. Fires took place in several parts of the town from the burning cinders which were carried a great distance. Messrs. Knaut's and Patillo's wharves and buildings were on fire several times; so were Mr. Boehner's buildings, Messrs. Campbell, Spurr & Freeman, Barss & Bro., Anderson & Co., Drew & Co., Harrington's and Kinney's, Mrs. Pride's and Appleton's hotels, the Episcopal church and parsonage, Alexander Grant's and many others.

The fire spread through the fields as on the prairie, and at one time the destruction of the entire town was considered certain.

The fire destroyed twenty-two buildings, among them the Methodist and Baptist chapels.

On the Saturday following fire broke out in the morning in a house occupied by John Nyeland and others. The alarm spread, and the fire was put out before much damage occurred. About five o'clock in the afternoon of the same day fire broke out in a barn belonging to Mr. Richard Williams, and though it did not extend to

any of the adjoining buildings the barn itself and its contents were destroyed. The woods at that time were all on fire, and on Saturday evening cast its lurid glare upon miles of country around. Sunday morning the town was enwrapped in clouds of smoke coming from the burning forest. James L. Hemeon's barn and house, which were situated in the west part of the old town, and which was formerly the residence of John Thomas, Esq, the Collector of Import and Excise, was destroyed. Fears were entertained that the town of Liverpool would be destroyed by fire, and preparations were made by persons for the removal of their families and movable property to a place of safety. But suddenly the "windows of Heaven were opened" and the rain extinguished the fire and saved much valuable property.

Milton was in like danger, and a correspondent of the "Liverpool Transcript" of that date thus describes it :

"At nine o'clock yesterday morning a number of us left home for the vicinity of a fire that was raging about three and one-half miles to the westward of Milton, near to a house owned by Charles Martin. After cutting and clearing away some trees and woods from these buildings, we found that the fire was passing rapidly on to and westward of these buildings which, upon the wind changing more to the westward, were burned with all their contents. We then mounted our steeds and rode home, the fire coming almost as rapidly as we came. Upon our return home about two p. m., we found almost every man, woman and child busily engaged in providing water, ladders, etc., for the approaching fire. Immediately the wind changed more to the westward and commenced blowing a hurricane, bringing the smoke down so densely that it was almost suffocating, so that nothing

could be seen at the distance of a few rods. Soon the cry of 'fire' was heard on the western side of the river. Then many began packing up their clothing &c., others their books and clothing in their shops, and still others gave up all for lost, judging it impossible to save any properties whatever. Horses and wagons were got in readiness to convey away any that were unable to make good their escape. Through the smoke nothing could be seen ; and the wild and frantic cries of fire were, terrifying, when every building required watching, and no further help could be spared to each other.

Yet onward came the fire, threatening to burn everything before it ; until it reached to and burned the back fences of Mr. Simeon Kempton's and Samuel Kempton's, Esq., property, when, He who rules in the heavens and in the earth, changed the wind's course and gave to the burning flames copious showers of rain, which stopped the further progress of the devastating element, and no further injury was done to either life or property at Milton. So that rejoicing and gladness took the place of fear. The rain had come, the wind was calmed down and we were saved by the interposition of Heaven."

The Port Medway settlement on this day was also threatened with destruction, and as it was, many buildings were burnt and much property destroyed. In this case as with Milton and Liverpool, Providence interfered and the town was saved.

The Tuesday following was set apart for public thanksgiving, and religious services were held in the different churches.

CHAPTER VI.

Privateering.—Causes which led to it.—First privateer fitted out.—Her success.—The Nymph, Duke of Kent, Charles Mary Wentworth, Rover and Lord Spencer.—Their cruises.—A number of others.—The success which attended them.

The wealth of Liverpool has, in past times, been largely increased by this now disreputable mode of warfare, but which was then considered legitimate. Our shipping suffered largely from the attacks made upon it by the armed vessels of our enemies, and we, in return, found it necessary to arm our merchant vessels, and in some cases to fit out privateers for the defence of our coast and to harass the commerce of our enemies. During both the first American war and that of 1812, as well as during the wars with the French and Spaniards, we lost many of our vessels, and had many of our men imprisoned, which compelled us in return to retaliate by fitting out Letters of Marque and Privateers. We observe that as early as 1775 a company of Light Infantry of one hundred men was ordered to be formed in Queens County, and that thirty soldiers were sent to Liverpool to assist the inhabitants in defending themselves against the rebel privateers. The first mentioned privateer fitted out by the people of Liverpool was the "Enterprise," in which Col. Simeon Perkins had a share. After an absence of twelve days she returned, having captured seven prizes. He sold his share for £147. He did not, however, commence this business until a schooner belonging to himself, named the "Bouncing Polly," had been boarded by the privateers. This was done the day after she left Liverpool, and after her cargo was removed from her she was liberated. The rebel

privateer was commanded by a Capt. Perkins and this seems to have annoyed the Colonel more than anything, for as he said—"that a man by the name of Perkins should be guilty of such a nefarious act."

In 1779 the people of Liverpool by memorial represented to the Governor that they had suffered great loss by the American privateers, and that they had determined to fit out a vessel and wished Letter of Marque to be granted them. They also asked the Government to assist them, which it did. There were a number of privateers fitted out which served against the Americans, and afterwards against the Spanish and French; among these were the ships "Nymph," "Duke of Kent," "Charles," "Wentworth," brigantine "Rover" and schooner Lord Spencer, *et al.* These vessels were all more or less successful, and brought a large number of prizes into Liverpool.

The affair of the "Lille Belt," in 1811, was the probable commencement of the American war which was declared in the following year. Almost immediately after this action was taken by the American Government privateers were fitted out in Liverpool. Among them were the "Liverpool Packet," "Retaliation," "Lively," "Wolverine," "Shannon," "Sir John Sherbrooke," "Saucy Sixteen," (owned by sixteen persons) "Rolla," and a sloop.

The "Liverpool Packet" was owned by the Hon. Enos Collins of Halifax, and a number of Liverpool merchants. She was originally a tender to a slaver on the coast of Africa, but was captured by a British frigate and brought into Halifax, where she was sold, and for some years previous to the breaking out of the war had run as a packet between that port and Liverpool. She brought

the first news of the war to Liverpool, and had then been made ready for cruising before leaving Halifax, and had come to Liverpool for more hands. She was nicknamed the "Black Joke," She was commanded by Capt. Joseph Barss, and the crew were principally fishermen. She made four cruises before she was captured by the Americans. During the first cruise she sent in two ships; the second, one ship and a valuable Spanish prize. The other two cruises about fifteen prizes. She was then captured by an American privateer the "Tom." This privateer was afterwards captured, and was owned in Liverpool, and when refitted was known as the "Wolverine."

The "Retaliation" was owned by Snow Parker, Esq., and others of Liverpool. She made three cruises and captured a large number of prizes. She was captured by stratagem on the American coast.

The "Lively" was also owned by Snow Parker, Esq., and others. She made several cruises and captured a number of prizes.

The "Wolverine," was formerly the American privateer "Tom," and was owned by the merchants of Liverpool and her crew. She made several cruises. On one occasion when she was commanded by Capt. Shea she was in a heavy gale driven upon the American coast and all efforts to keep her at sea proved unavailing. She was being rapidly driven upon shore, and the captain coming on deck told the crew to prepare for death or an American prison. While they were anxiously waiting, expecting every moment to be cast on shore, the gale abated, and the wind suddenly shifting they were enabled to reach Liverpool in safety. At the close of the war she was placed in the West India trade, and

was lost at sea, no tidings being ever heard of her or her crew.

The "Shannon" belonged to Snow Parker, Esq., and others. She was commanded by Benjamin Ellenwood, and made several very successful cruises. She brought a large number of prizes into Liverpool.

The "Sir John Sherbrooke" was formerly the American brig of war "Rattlesnake," and was owned by the Hon. Enos Collins of Halifax and Joseph Freeman, Esq., of Liverpool, and others. She was an eighteen gun vessel, and when she left Halifax for Liverpool she had about two hundred men on board, mostly foreigners. She made two cruises and captured a number of prizes. On the second cruise she brought in, with others, a very valuable prize laden with cotton and indigo. She was in Boston Bay the day previous to the battle between the "Shannon" and "Chesapeake," and the captain reinforced the crew of the "Shannon" by about forty men, they being Irish emigrants originally bound to New Brunswick, but had been captured by an American privateer and retaken by the "Sir John." After the war she entered the merchant service.

The "Saucy Sixteen" was owned by sixteen persons, persons in Liverpool, principally old privateersmen. She made but one cruise, and though only absent three weeks the shares in the prizes were \$1200 apiece.

The "Rolla" was also owned by the merchants of Liverpool, and was commanded by Capt. Joseph Bartlett. She was fitted out and sailed from Liverpool early in January 1815, after the treaty of peace had been signed. She captured but one prize, a sloop called the "Telegraph." The captain of the "Rolla" placed Capt. John L. Darrow, Capt. Robert Slocomb, and Mr. Eli

Page on board the schooner, leaving a crew of forty-two persons on board of the "Rolla" of which fifteen were shipmasters. The same night the "Telegraph" parted with her she foundered and all hands were lost.

This occurred near Martha's Vineyard, and five years afterwards the hull of a vessel called the "Rolli" was cast up after a storm near Essex which was probably the same vessel.

The loss of so many influential men of our town was a great calamity. It left twenty-two widows and many fatherless children.

The last, the sloop, which was commanded by Capt. Henry Fader, went one cruise and sent in a number of prizes.

CHAPTER VII.

Port Mouton.—Description of harbour.—When named and by whom.—Description of it by Champlain.—Original owners.—Indian cruelties.—Granted to loyalists.—Town built.—Its destruction by fire.—Removal of the inhabitants.—Murder of Thomas Gordon.—Scanty records.—Port Joli and its inhabitants.—Character of the people.—Opening of new road.—Destructive fire.—Present state of settlement.

Ten miles to the westward of Liverpool you come to the Harbour of Port Mouton. It is a broad shallow bay making in from the Atlantic, and dotted with Islands. It was named by De Monts in 1604, and the incident connected therewith has been noted. De Monts' vessels anchored off what is now called Leslie's Point, and he landed his people at S. W. Port Mouton, where they remained for a month. It is probable that on this spot the first assemblage for christian worship took place in Acadia. He was accompanied by many gentlemen, priests and ministers, and by one hundred and twenty artisans and soldiers. This port was again

visited, in 1621, by the ship sent out by Sir William Alexander, and by the master was re-named St. Luke's Bay. They remained there only a short time and returned to England. There is no doubt but that it was often visited by early navigators, but no records of their visits have been preserved. Champlain says "that seven leagues from La Have is another port called le port au Mouton, where are two small rivers in $40^{\circ} 0' 0''$ " "N. latitude;" and "that the land is very stony," "covered with underwood and bushes, and that there" "were large quantities of rabbits or hares there and" "much game."

In 1703 Bourillau, Governor of Acadia, asked for a grant of a seigneurie for his nephew St. Ovid should he come to this country; and in that same year it was granted to Sieur Perroscau des Sables de Lome.

On the 18th of December, 1704, Bourillau sailed for France, and while on his returning in September, 1705, died and was buried at sea, off Halifax harbour, and his heart preserved and buried at the foot of a cross on the Cape at Annapolis.

In early times these voyageurs had many fights with the natives, and one of the islands in the harbour received its name from a traditionary incident connected with its early history; Massacre Island the third in size is the one referred to. The crew of a French ship said to have been wrecked upon it were all cruelly murdered by the Indians. Beneath the sand of the beach upon the south west shores of this harbour lie the bones of many human beings, shewing that this beach must have been used in some earlier time as the last resting place of many.

In September, 1784, a warrant was issued to lay out to Donald McPherson and one hundred and two others

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nineteen thousand seven hundred acres of land in Queens County; "Beginning at the western boundary of Liverpool Township, thence N. 33°45' west 860 chains on "said west boundary line; thence S. 57°15' W. 290" chains; thence S. 33°45' E. 772 chains to the sea "shore of the Harbour of Port Mouton; thence by the "several courses of the said harbour and sea coast to "the place of beginning." The persons who settled this were disbanded soldiers who had served under Sir Guy Carleton during the Revolutionary War. They named this township Guysborough in his honour. The second year after its settlement the whole town was burnt to the ground only two houses remaining. The people immediately removed to Cape Canso, and settled that portion of the country. One of the incidents recorded as having occurred in the town was the murder of Thomas Gordon, Commissary. He having given offence to some parties in his official capacity, was made way with, and his remains have only recently been discovered. No record of the size of the town, of the number of its inhabitants, nor any incidents connected with its settlement or its history during the short time of its existence have been preserved. It is merely known that it existed and in less than two years after its formation it became a thing of the past.

Between the western line of Guysborough township and the present western boundary of Queens County numerous grants were issued by the Provincial Government to soldiers and others desirous of settling there. Many were encouraged by bounties and by rations which were dealt out to them. Among those encouraged by the Government were some of the numerous families of the McDonald's, with Finley McIntosh, Neal Stewart

and Luther who resided at St. Catherine River, and the Robertson's and others.

Mr. John Richardson came to the east side of Port Le Bear from the United States after the Revolution, and Mr. Robert Lavender, the shipwright, who afterwards resided in Liverpool, came at the same time he being a connection of Mr. Richardson's.

With many of the old men who settled there I was personally acquainted, and knew them to be industrious, frugal and honest men. Though with few pretensions, they were just the men to make their way in a new country like this. Many of them, by hard labour and frugal living, rose to independence. They not only supplied the town of Liverpool with produce from the farm and sea, but also, in many instances, furnished the shipping with masters and mates.

A new road was opened from Shelburne to Liverpool through the Port Mouton settlement 1786. In the month of that year a young man by the name of James White, accompanied by his dog, attempted to go from Shelburne to Liverpool by it but perished, owing to the severity of the weather. The dog returned and led a party of persons to his master's body.

The interior of this portion of the county has suffered much from large fires which raged in the woods about 1818, from the effects of which they have hardly as yet recovered.

The settlement is now small, and scattered around the harbour, and the inhabitants live by fishing and agricultural pursuits. The fishery about Port Mouton Island is one of the best upon the whole coast, and the sparsity of population makes it a suitable locality for the sportsmen and disciples of Isaac Walton.

CHAPTER VIII.

Opening of a road between Liverpool and Nictaux.—Memorial of the people of Liverpool asking for land in the Northern District.—Who the memorialists were.—Committee appointed.—Differences arise.—New meeting called by public notice.—Laying out of the land.—William Burke—where he settled.—Zenas Waterman, Richard Carder, Abner Hall.—First Public worship.—Brookfield settled.—Caledonia "Scotch House."—Visit of Sir James Kempt.—Settlement of other portions of the district.—Area of the district, and resources.

A road having been opened up between the township of Liverpool and Nictaux, in the County of Annapolis, about 1798, some of the residents of the township of Liverpool, after exploring the country in the interior and along the line of road, addressed the following memorial to His Excellency Sir John Wentworth:

"The Memorial of the subscribers—inhabitants of the township of Liverpool, in Queens County—humbly sheweth: That your memorialists have explored the country between this settlement and the county of Annapolis, and in conjunction with some of the people of that county have opened a communication from Liverpool to Nictaux which has been surveyed by Mr. Millidge one of the Deputy Surveyors of Lands,—in opening and surveying of which has been expended near two hundred pounds; and as the lands in and about this settlement are not very promising for cultivation, and several parcels of the land adjoining and lying contiguous to the said road appear to us suitable for agriculture, (though much intersected with water and interspersed with unimprovable lands,) your memorialists are desirous to attempt a settlement of the same if it should meet your Excellency's approbation, and that you will be pleased to grant a sufficient quantity of land to accommodate each adventurer with an eligible situation for making a settlement. Several of your memorialists wish to go upon the land this present year, and others wish to promote the settlement by encouraging and assisting industrious families that have not ability of themselves.

And your memorialists are humbly of opinion that a settlement on that road, if accomplished to the advantage of the settlers, will be of great utility to this town and other parts of the province.

Your memorialists therefore humbly pray your Excellency will be pleased to grant by deed or license of occupation, as your Excellency may think proper, — thousand acres of land adjoining or lying contiguous to the said road, between the north west line of this township and a certain bound on the said road called the half-way brook, to be divided among the subscribers in shares of two thousand acres or half shares of one thousand acres, and that the surveyors may be allowed to subdivide the same in such division as may give every settler an equitable proportion of the lands best calculated for present improvement.—And your memorialists, as in duty bound, will ever pray, etc.”

We have not a list of the petitioners ; but many of the merchants of Liverpool and Bristol were interested in this movement, urged by William Burke, who is deservedly called the father of the Northern District. Among those who signed the petition were William Burke, Joseph Barss, William Smith, Abner Hall, Capt. Paul Harding, — Daley, Simeon Perkins and Thomas Bennet.

The adventurers met and appointed a committee to correspond with the government and make arrangements for the settlement of the lands referred to in the memorial. Some differences having arisen among the committee concerning the method to be pursued in obtaining the land, this notice was posted up in the town of Liverpool :

“ Whereas we, the subscribers, were, at a meeting of the adventurers concerned in opening the road to the County of Annapolis, nominated as a committee to

memorial His Excellency the Lieutenant Governor for lands to be laid out on the said road, and some difficulties arising therein, we have been at a loss what method ought to be pursued in the said business.

We therefore request the said adventurers to meet at the house of Mrs. Phoebe West, in Liverpool, on Friday the 21st day of December, inst., at one o'clock in the afternoon, to give directions concerning the said memorial, and to take into consideration the propriety of allowing some persons (who are desirous of beginning to make improvements on the said land) to go out this winter and pitch upon proper places for settlement and make beginning to occupy the same."

(Signed)

SIMEON PERKINS,
THOMAS BENNETT.

Liverpool, Dec'r 15th, 1798.

The result of this meeting was, that Mr. Millidge laid out a large tract of land extending from John Cameron's to Lake Tupper, which was subsequently granted to the settlers in different sized allotments.

William Burke was probably the first white man who explored the interior of Queens County. In Company with Joe Gloade, an extraordinary Indian, he in his hunting expeditions became acquainted with the Northern District, and brought to the notice of the people of Liverpool the benefit that would be derived by the opening up and settling of that portion of the county.

In June, 1798, he with a party of men blazed out a line across the country, and made an agreement with others to cut out a path from Liverpool to Nictaux in September of that same year.

He settled at Brookfield and made his camp near the bridge on the Port Medway river, and chopped two acres of land on the farm now owned by Samuel Smith, Esq.

Zenas Waterman, who had been in the American army, and a man by the name of Harlow removed from Liverpool and settled at Pleasant River in October, 1802. They built their camp by the side of a large rock near the house of S. S. Waterman, and chopped one acre of land on the farm now owned by him. Meantime a Mr. Dodge had removed from Annapolis County to this locality. The following spring Mrs. Waterman and her two sons, James and Uriah, removed from Liverpool and became the first permanent occupants of that portion of the country.

The next settler was Richard Carder, a boatbuilder. For many years he followed his trade there, and after having completed his boats he filled them with produce and floated them down the Port Medway river and by sea to Liverpool.

Abner Hall, Bartlett, Simeon and Elisha Freeman, and others removed from Milton about the same time and settled at Pleasant River. The first religious service was held in the camp or log hut of Mr. Hall. He was a Baptist, and deeply regretting the manner in which the first settlers spent their Sabbath, invited them to his house for public worship. This was kept up by the settlers going from house to house each Sabbath afternoon.

About the same time — Daley, James Freeman, Job Harrington, Isaiah Barss, Joseph Collins, Paul Harding and others settled at Brookfield.

The settlers in this district steadily increased, and settlements sprang up in different parts of the county. Many of the settlers of Liverpool who did not countenance privateering, nor wish to be engaged in the war left their callings and removed to the country.

Caledonia was settled in 1820 by six Scotchmen ; and two Irishmen, Hibernia at the same time. They gave to their respective settlements names characteristic of their nationality.

The house they built at Caledonia, and in which they all resided for some time, was for many years afterwards known as the "Scotch House." This was built in 1817. The first child born in Caledonia was George Middlemas, Esq. Harmony, Kempt and Grafton were settled about 1821.

Sir James Kempt visited the settlements in 1822. He was accompanied by some of the principal men of Liverpool and Col. Nathan Tupper of Milton then Sheriff of the county. He remained the first night at Mr. James Freeman's, the first public house kept in that district. He complained bitterly of the location of the line of road selected by the inhabitants, as it was built, like roads in early times in this province, from hill-top to hill-top. As he reached the summit of one of the hills in Brookfield, he turned to a number of the inhabitants who were present and said : "Gentlemen, when the creative hand" "of the Supreme Being formed your country he kindly" "regarded your wants, and furnished an admirably level" "line for a highway through this beautiful and" "thriving settlement ; but you seemed to have" "entirely disregarded a gracious arrangement of" "Providence which is so palpably indicated."

The next day he visited the settlements adjoining Brookfield and named one for himself, and returned to Mr. Freeman's that same night, wearied with his journey and seemingly dissatisfied with the state of the houses and the condition of the people which he had been led to think were more prosperous. He paced the room

muttering to himself, and very unsociable, though the room was full of people. He said, though the people were poor, they could keep their houses in better condition, keep their fences up, and hinges upon their barn doors. Sheriff Tupper listened to him for some time and then said, "The poor you have always with you." The reproof was so timely and given in such an adroit manner that Sir James was quite amused, and was very pleasant for the remainder of the evening. He returned to Liverpool the next day. He was the only Governor that ever visited that portion of the County. His visit had a beneficial effect, and several new settlements immediately sprung up, viz: Brougham, Whiteburne, Devonshire, Westfield and Rosette. He was deeply interested in the agriculture of our country as the letters of Agricola were then a novelty.

From 1822 onward this district rapidly increased in population. Many of the settlers left and followed the sea; others remained and won from the forest, homes and places for themselves and children. The grants were not issued at the time of the first settlement though the government were memorialized for that purpose, and it was many years afterwards before the grants were taken out, and then in one hundred and two hundred acre lots.

The area of the Northern District is over six hundred square miles. Nearly two hundred of this is water, as the whole country is studded with lakes. There are about four hundred square miles available for lumbering and agricultural purposes, and about one hundred barren land.

While the Old Country is sending its surplus population by thousands to almost every part of the habitable

globe in search of eligible localities in which they may settle themselves, some to realize by industry and economy a comfortable living and eventual independence, and others to find some place where a reasonable outlay of capital will produce fair returns, few of them find their way to our country. How little is known of the natural advantages of the Northern District for manufacturing and agricultural purposes even by hundreds of the people who have been born and brought up in this county. There is not, I am free to say, a county in this province more eminently endowed with natural advantages than Queens. Every river abounds with fish; a rich assortment of timber alike adapted for shipbuilding and exportation in its forests, and a fertile soil clothing a portion of its surface; but notwithstanding this, a series of years have rolled away and we have made but little progress. And why? Because the fisheries have been neglected, the forests over levied, and the soil but partially tilled. Nor can we, as a people, reasonably hope to advance until we impartially distribute our solicitude over all our resources. Nor does this involve either anxiety or risk: for what more is it than to lumber moderately, fish vigorously, and farm steadily. There are these three branches, which, if prudently worked will employ the resources of the county, and enable the manufacturer to establish and work his factories.

CHAPTER IX.

Brooklyn.—Former Name.—De Razily.—Indians—their Camping Ground.—Breakwater.—First Settlers.—First Saw Mill.—First Grist Mill.—Ichabod Darrow.—Isaac Dexter, Future Prospects.

Brooklyn, formerly known as Herring Cove, was the first place in this County where the white man estab-

lished his residence. It was in connection with the fisheries which were established there in 1635 by De Razily and his associates. Their establishment was conducted on an extensive scale, in manner similar to those now prosecuted by the French on the northern coast of Newfoundland.

This branch of industry however soon terminated, and during the period between this date and the settlement of the township, the place was frequently visited by those who afterwards became permanent settlers.

In early times the Indians had a camping ground just within Fish Point, near where the breakwater is now (1873) being built, where they assembled to dispose of their furs to French and Spanish Traders.

The Cove is for about one half of its extent an excellent harbour for vessels drawing from ten to eighteen feet of water, and is much frequented by fishing craft. Twenty sail can ride at anchor there at all times in safety. It is now being much improved by a breakwater in course of erection at the cost and under the superintendence of the Dominion Government.

The river enters the Cove at the head of the tide, where it is spanned by a good bridge connecting the post road from the eastward with Liverpool and Milton. Above the bridge is a new gang mill, box factory, and a single saw mill, all in active operation, their products being floated down the Cove and loaded into barques and brigantines below.

Among the first settlers were a Mr. Gardner from New England, and an officer in some military force. Benjamin Harrington also settled there quite early. He built the house on the property now owned by Captain Benjamin Mosher.

Gardner built a large house near the shore eastwardly, and not far from the breakwater. His widow is remembered by people still living.

His children Stephen and John were cotemporaries with Isaac Dexter. John died at over ninety years of age, an old bachelor. Stephen had a numerous family, and may be said to be the ancestor of nearly all the Gardners of Brooklyn. He too died at an advanced age.

The first saw mill built in this vicinity was owned by Ichabod Darrow, and was situated about half way up the present pond. His father Jonathan Darrow, was a proprietor of the township of Horton, in the County of Kings, Nova Scotia. The second saw mill and first grist mill were built by Alexander More, who came to Shelburne with the Loyalists and settled at Clyde River.

Isaac Dexter, Esq., came early to Brooklyn and took up his residence there. He was largely engaged in shipbuilding for many years, and was a man of good abilities, morally, physically, and mentally. Benjamin Harrington was the first settler at Petite Riviere and removed early to Brooklyn, where he built a large store and carried on an extensive business. His store was situated a little to the northward of the ship-yard of George McLeod, Esq. He also built a wharf and store for prosecuting the shore fisheries, which he did with much success both here and at La Have for many years. He left a numerous family of sons and daughters. His sons had a great aptness for shipbuilding, and many of his grandsons pride themselves on their competency to build, rig, load and navigate a ship, to any part of the world. The descendants of Gardner and John McLeod own and occupy a large portion of the best business part of Brooklyn.

It is fast becoming a snug town, and the completion of the breakwater will make the Cove a more commodious harbor, and the advantage to the place will soon be seen in the improvement of property of all kinds.

CHAPTER X.

Mills Village.—First settler.—First Grist and Saw Mill.—Forests reserved for the use of the Navy.—Samuel Mack.—Lumbering.—Manufacture of ton timber.—Haliburton's discription.—Fisheries there.—E. D. Davidson, Esq., B. Johnston & Co.

The first resident settlers at Mills Village were a Mr. Smith and Mosely. By them the first Grist and Saw Mill in this village was built. It stood near where the present dam now is. In 1760 the Government sent Mr. Morris, the surveyor, to that part of the county—before the grants were issued—to examine the forests and reserve for the use of H. M. Navy such trees as were suitable for spars. Some of these trees marked with the broad arrow were standing as late as 1835. Samuel Mack, a gentleman of considerable means, came there from Connecticut, in 1764, and purchased the land and mill privilege from the previously named settlers. He did not live long, and his property passed into the hands of his wife's second husband by whom the business was conducted. At this early date the fisheries and agriculture were the principal attractions, although this part of the county abounded with timber. The exportation and manufacture of ton timber was commenced not long after and vigorously prosecuted till 1828. From this time forward milling and lumbering has steadily progressed to that extent that twenty millions of feet were sawn there last year. Lumbering, milling and farming have now become more conjointly the occupation of the

inhabitants. Haliburton, in his history published in 1829, says: "A short distance up the river (via Port "Medway) is Mills Village, situated about six miles to "the eastward of Liverpool. Several respectable and "wealthy families reside at this place, which contains "a number of well built houses, a spacious methodist "chapel, and a school-house. The land in this vicinity "is better and more suitable for agriculture than any "other part of the township of Liverpool. There are "several mills here built on the most approved "construction, at which a great quantity of lumber is "prepared for exportation. In addition to the other "natural resources of this place there is an abundant "supply of Alewives of which the inhabitants sometimes "take three thousand barrels in one season." In 1830 I took about seven hundred barrels from thence to Barbados where I met other vessels from this and other parts of the county with over two thousand barrels. The fisheries by being neglected, and the Fishery Regulations not strictly attended to, had very much declined until the new regulations by order of the Dominion Government were put in force, since which time they have very much improved. Edward Doran Davidson, late representative of Queens, carried on a large business there. He built several mills upon the river and the first steam saw mill erected in the county. He eventually sold out to Benj. Johnstone & Co. who extended the business, and after continuing it for several years they closed up and removed to the United States. The extensive fires which have occurred upon the Port Medway streams have done much to retard business there, but if proper precaution is taken to prevent them in the future the land will soon become valuable.

CHAPTER XI.

Port Medway.—Situation.—First Settlers.—Address to the Custos of Queens County and bench of Magistrates.—First Magistrate.—The fisheries, shipbuilding, and lumbering.

Port Medway was called by the French Port Moltare, and is situated in the eastern part of the county and near the dividing line between Queens and Lunenburg. The Indian name of the river is Alacah, and there is much fine timber land upon its branches. The first settlers were fishermen, and among them were Smith and Mosely who built the first mill at Mills Village. In 1788 the inhabitants addressed a petition, of which the following is a copy, to the Court of Sessions.

"To Simeon Perkins, Esquire, and the other gentlemen, members of the Court in Liverpool, Queens County, and Province of Nova Scotia.

Gentlemen:—We the subscribers (inhabitants of Port Medway) having taken into consideration the many expenses and inconveniences that we labour under on account of our having no magistrate nearer than Liverpool and wishing to remove the same, we have come to a resolution of electing one whose parts and abilities we look upon as every way sufficient for that character. We hope that you will approve of our choice, and also do your endeavours to get the same confirmed by his Excellency the Governor. The following is a list of the votes as they were taken at Port Medway on the — day of April, in the year of our Lord one thousand seven hundred and eighty-eight."

The votes were all cast for Alexander Dunlap, and the names of the voters were William Cohoon, Melton Foster, James Briggs, William Farrington, Samuel

Dolliver, Joseph Atkins, Gamaliel Dolliver, Nathaniel Cohoon, William Dunlap, William Cavanagh, James Park, William Cohoon, and Charles Cohoon.

Haliburton says of it in 1829;—"After passing the bounds of Lunenburg County the first harbour is Port Medway, which is remarkable both for its navigable capacity, and its consequence as a fishing station. The entrance is marked by a high hill on the western and by low ragged islands on the southern side, and varies in depth from five to fourteen fathoms. During the past year eleven ships have been loaded there with timber for the English market. Great quantities of salmon, mackerel and alewives are taken at this place, and the shore and Labrador fishery are both prosecuted with activity. There are upwards of twenty families resident in the settlement, who have erected a Baptist meeting house and a school-house."

This is now a thriving settlement, shipbuilding and lumbering being carried on to a large extent.

CHAPTER XII.

Milton.—First name.—When changed.—By whom settled.—First settlers.
—Attractions that led to the settlement.—First Saw Mills built.—By whom owned.—Intemperate habits of the people.—First temperance movement.—Milton at present.

The village of Milton was, until about 1830, called "The Falls," being situated on each side of the first falls on the Liverpool River. It was settled very early by some of the proprietors, who were led to it by the excellent milling privileges in that locality. Around the falls a number of acres are held by tenants in common, they being reserved at the time of the first settlement for the benefit of the milling interests of the community.

Richard Kempton and his four sons, Thomas, Curtis, John and Francis were among the first settlers. They first settled in this township at Western head, and then removed to Milton. The first settlers were proprietors in the township, and came from New England, or were disbanded soldiers and sailors who figured in the French wars, and removed to Milton and Liverpool after the siege of Louisburg. The principal attractions to this place were the river fisheries and lumbering; the land being poor and rocky was not suited for farming extensively. As early as 1761 or '62 there were three saw mills built. The first mill was built by the Freemans, and was subsequently owned by Col. Perkins and a Mr. Bryant a relation of his, and was on the site of the mills now owned by the Hon. Freeman Tupper. This same family of Freemans built the second mill on the eastern side of the river, and immediately after the third mill was built by Colonel William Freeman. One of the mills built by the Freemans did not prove a success at first, and some wag was led to compose the following short poem of which the versification and rhyme are by no means complete.

"Freeman's boys they built a mill,
Part of the time it did stand still,
But when it went it made no noise,
Because it was built by Freeman's boys."

In early times the intemperate habits of the people were very marked, and were possessed by all in the community, with few exceptions. This use of spirituous liquors to such an excess was a great drawback to the progress of the settlement, one public house alone retailing in one year twenty-five puncheons of rum. About 1830, the Rev. W. W. Ashley settled at Milton,

and was the originator of the temperance movement there. Milton has steadily increased in population and wealth, and many of the leading merchants in the County do business there. There are now five places of public worship in the village, and a handsome Academy on the west side of the river. The merchants and others have lately established a reading room which reflects great credit upon them, and from which they may glean not only the passing news of their community but that of the world, for upon its table are to be found the leading English, American and Canadian journals and magazines. The building of a railroad across the country, and the consequent opening up of the interior will largely benefit Milton, and increase its facilities for becoming a large manufacturing centre.

CHAPTER XIII.

Situation of Hunt's Point.—Who settled it.—Description of the grant.—
Religious belief of the inhabitants.—Occupation of the people.—
Losses at sea.—Two incidents connected therewith.

In 1813 the whole land, on which the settlement of Hunt's Point is situated, was purchased from Deacon Samuel Hunt, one of the original proprietors of the township of Liverpool, by Michael Hupman, a descendant of one of the Germans who settled in the County of Lunenburg. It was granted to Mr. Hunt in 1788, for which he received a separate grant. It lay to the south east of the southern base line of Liverpool township, and adjoining the south east line of the township of Guysboro'. These townships began "At a large tree, yet standing, on the sea shore between Hunt's Point and Broad River, thence easterly until it meets the public road by the property of Mr. John D. McClearn near the

dwelling house, thence to an island in Port Medway harbour. The land, lying to the south east of this line, was given to the original proprietors by separate grants, or they were allowed to occupy it. Hunt's Point is distant from Liverpool seven miles. The inhabitants are, principally, Episcopalians and Methodists, and both bodies have respectable places of worship. They are mostly descendants from the proprietors of the townships of Liverpool and Guysboro', with a few descendants of the Germans who removed there from the County of Lunenburg. This place is favourably situated for the prosecution of the fisheries, by which, with their attention to agriculture, they make a respectable living. They, in common with the other inhabitants of the sea coast, have to experience the accidents and losses incident to their callings. Among the more immediate calamities, over which they mourn, is the loss of a schooner, which left Halifax for their neighbourhood in 1849 and was never heard of. Her crew were Neal Collins and his two sons, a son of George Wolf, and Alexander McGowan.

In 1870 the "Caroline," which was a prize taken from the Americans in the War of 1812—and the last remaining one in the county—was sunk in sight of Hunt's Point with all the crew on board.

CHAPTER XIV.

Little Hope.—situation.—Number of wrecks.—Lighthouse,—description of it.—When built.—Protection from the sea.—Addition made by the Dominion Government.—The contractors for the work.—Little Hope in the past.—The wreck of the Elizabeth—the T. W. Chesly.

Little Hope is a small islet on the Atlantic coast of Nova Scotia, about fifteen miles from Liverpool. It lies

a short distance off Port Mouton—two miles from the nearest point of land. A great number of wrecks have occurred on it and the shoals surrounding. In 1866 the Government of Nova Scotia erected a lighthouse upon it. A writer in the "Canadian Illustrated News" thus describes it. After speaking of the building of the lighthouse, he says

"The breezy god, however, became jealous of such an infringement of his wrecking privilege and in his stormy moods threatened, by his gradual encroachments, to wash away such an insignificant barrier to his mighty power. As the territory of Little Hope is composed chiefly of sand, and is not much larger than a good-sized croquet ground, elevated but a few feet above the sea level, and guarded only by straggling low-lying boulders, it can easily be imagined how some Saxby tidal wave could effectively wipe out from the face of creation this lonely islet with its lighthouse, lighthouse-keeper, his wife and all. In order to avert such a calamity the Dominion Government caused to be erected during the past summer a substantial sea-wall of well ballasted crib work on three sides of the island, with a frontage of over three hundred feet of solid square timber, close faced; the crib is sixteen feet wide, with stringers eight feet apart, and has a depth of sixteen feet, nearly half of which is sunk in the foundation which had to be excavated. It is all thoroughly iron fastened and decked over with heavy plank. The heaviest seas that come rolling in here during tempests break on the shoals at some little distance from the island proper, otherwise granite would not stand the pressure. The works now erected for the preservation of Little Hope are considered sufficiently strong, and well answer the purposes for which they are intended. The cost of this wooden wall was \$12,000. The contractors were Messrs. Cochran & Co. The weather the past summer at Little Hope was immensely favourable for carrying out such an enterprise. Pleasant days by the week and month aided

the contractors in their arduous undertaking. Cargoes of iron and immense rafts of timber had to be landed on the island, besides the provisions and even water for the men employed."

This island and its surroundings have been the scene of many shipwrecks. In the spring of 1815 a large ship named the "Elizabeth," bound from Great Britain to St. John's, N. B., was cast away. She had a valuable cargo on board, it being invoiced for £70,000 sterling. Shortly after the ship stranded she went to pieces, and the cargo either sank or was drifted about. The people on the mainland in this and the adjoining counties were well supplied with dry goods. Another large ship, the "Hezekiah Williams," was cast away in 1854. She had a valuable cargo of British manufactured goods which were disposed of in the same manner.

Since the lighthouse was completed but one wreck has occurred, that of the brigantine "T. W. Chesly," coal laden. Let us hope that the lighthouse will still continue to guide the mariner in safety past this dangerous ledge. The keeper of the lighthouse in such a lonely position should be well remunerated.

CHAPTER XV.

Nicholas Deny and De Rasily.—Old wharf at Brooklyn.—The Dutch rule.—Capt. Dean and the whale fishery at Green Harbor—Description of the whale fishing.—Sketch of the De Rasily family.—Character of our fishermen.—Walrus fishing at the Magdalen Islands—Parties in Liverpool interested in it.—Sketch of this fishery.—History of the Magdalen Islands.—Salmon fishery on the coast of Labrador.—Importance of the fisheries to our people. The increase it gave to our carrying trade.—Present condition.

The first account of the fisheries in this county that I have been able to obtain from history is the following :

Nicholas Denys in company with Isaac DeRasievs (or

DeRasily as he is sometimes called) merchants of Auray, in Britany, (France) established a shore fishery at Port Rosignol in 1635, which was then included in the charter to the famous "United Netherland Company." I have no doubt it was at Brooklyn, for in clearing away the ground preparatory to building a public wharf, a few years ago, timber fastened with copper was discovered imbedded in the beach.

The Dutch rule commenced in the year 1614 and lasted fifty years. The following extract will briefly describe the Dutch establishment above referred to. "The territory bounding on the river discovered by Henry Hudson in 1609, and explored by the Dutch between that date and 1614, together with the sea coast between the fortieth and forty-fifth degrees of north latitude, was chartered by the States General of the United Provinces of the Netherlands (which then included both the present kingdoms of Holland and Belgium) to the "United Netherland Company," viz: Garrot Jacob Wiston, of Amsterdam, and other merchants associated with him." In 1627 Governor Bradford, of Plymouth, speaks of DeRasily as the "Dutch upper commissioner or chief merchant, and second to the Governor—a man of fair and genteel behaviour"; adding that he soon fell into disgrace among them by reason of their factions. DeRasily commanded the barque "Nassau" in 1627, and soon after returned to Europe in the ship "Arms" of Amsterdam. He was a French protestant whose ancestors, seeking refuge from persecution, settled themselves on the river Wall, in Guilderland, and were hence called Walloons. He was probably a protege of Mr. Samuel Blomeart one of the leading Directors of the Dutch West India Company, and on his arrival at New

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Netherlands (now New York) DeRasily became Chief Commissary under Director Minniot, and also acted as secretary of the colony. I cannot learn that DeRasily returned to this county, but it is evident that in company with Denys he established the fisheries before mentioned, and I have no doubt that, if access could be had to the archives at the Hague, where the ship "Arms" of Amsterdam arrived in November 1627, on which ship DeRasily was a passenger, some account could be found of his proceedings at Port Rosignol which, however, must be very brief. He was made chief d Escadie in Bretany in 1629, and for several years subsequently was employed by the Crown.

The port of Liverpool was occasionally visited by the foreign fishermen as a place of refuge, during the interval between Nicholas Deny's occupation of it and the period when the fishermen from the older colonies prosecuted the shore and river fisheries on the coast of Nova Scotia.

Many of the proprietors of the townships of Liverpool, Barrington and Yarmouth, previous to their settlement, followed both the shore and river fisheries, and were well acquainted with the ports and rivers which they visited on account of the salmon that resorted in large quantities to the rivers in this county, viz.: * Ogumkiqueok (Liverpool), Alacah (Port Medway). Governor Mascasm in writing to Colonel Gorham speaks of Captain Silvanus Cobb who was the commander of H. M. Sloop "York" and says "I have found one Cobb, a settler living near fort "Cumberland" who is thoroughly acquainted with every harbor and creek in the Bay (of Funday) and knows every house in "Chinecto."

* The original Micmac names.

In 1758 he was selected by General Moncton to conduct General Wolf to a reconnoitre of the fortress at Louisburg, Cape Breton, previous to its capture.

About this time, Captain Dean, for whom Dean's Point, now Bristol was named, in company with others, established a whale fishery at Green Harbor, afterwards included in Queen's County.

I have not been able to obtain any reliable account of his proceedings then, further than that he with others, came from New England for that purpose.

I will here introduce an account of the whale fishery as prosecuted at that time by the New England whalers, with whom our ancestors were engaged previous to the settlement of either Liverpool, Barrington, or Yarmouth (which were all included in Queen's County.)

Having spoken of the establishing of the whale fishery at Green Harbor by our townsman, Captain Dean, it might prove interesting to a part of our readers to give a description of the mode of taking whales as quoted from an ancient writer, one Purchas in his "Pilgrimage," a folio printed early in the 17th Century. The method of killing whales has, however, been but slightly altered for upwards of two centuries.

The picture he has drawn of this greatest of sea monsters, though somewhat exaggerated is nevertheless a good likeness. He says: "I might here recreate your wearied eyes with a hunting spectacle of the greatest chase which nature yieldeth, I mean the killing of a whale.

When they espy him on the top of the water (whither he is forced to take breath) they row towards him in a shallop, in which the harpooner stands ready with both hands to dart his harpooning iron, to which is fastened a line of

such length, that the whale (who suddenly feeling himself hurt sinketh to the bottom) may carry it down with him, being before fitted that the shallop be not therewith endangered; coming up again they again strike him with lances, made for that purpose, about twelve feet long, the iron eight thereof, and the blade eighteen inches—the barbing iron principally serving to fasten him to the shallop—and thus they hold him in such pursuit, till after streams of water and next blood cast up into the air and water (as angry with both elements which have brought thither such weak hands for his destruction) he at length yieldeth his slain carcass as mud to the conquerors. They tow him to the ship with two or three shallops made fast to one another, and then floating at the stern of the ship, they cut the blubber or fat from the flesh in pieces three or four feet long, which, after at shore, are cut smaller and boiled in coppers; which done they take them out and put them in wicker baskets, which are set in shallops half full of water, into which the oil runneth, and is thence put into butts. The whale fishing is now pursued by our men in Greenland with great profit. The ordinary length of a whale is sixty feet, and not so large as Olaus hath written who also maketh the moose as big as an elephant.

The proportion of this huge leviathan deserves description as one of the greatest wonders of the Lord in the deep, wherein himself so much insisteth (Job 41: 12), that he will not conceal his parts and his power, nor his comely proportions. The whale that we here speak of is the great bay whale—for there are many other kinds—the Trompo which has two trunks or breathing holes on his head (whereas the bay whale has but one) whose brains are said to be the spermatic; the Inburt, which

has a fin on his back dangerous to boats, exceedingly swift and little profitable, besides other kinds.

This (the bay whale) is the most useful ; the greater and fatter, the more easily taken. His head is the third part of him. His mouth (O hellish wide) sixteen feet in the opening, and yet out of the belly of hell yielding much to the ornaments of our womens' backs—the whale bones being no other than the rough and inner parts of the mouth, closing in the shutting thereof as the fingers of both hands within each other. Of those, there are five hundred, from the length of fourteen feet or more, in less and less proportions ; he has no teeth ; his meat he sucketh ; his tongue is monstrous great, of deformed form, like a wool sack about eighteen tons weight, and one part thereof used to this purpose, yieldeth from six to eleven hogsheads of oil. His food (that nature might teach the greatest to be content with little,) and that greatness might be maintained, (as in the elephant and whale, the greatest of land creatures and sea monsters) is grass and weeds of the sea, and a kind of water worm like a beetle, whereof the fins in his mouth hang full, and sometimes little birds ; all which, striking the water with his tail and making an eddy, he gapes and receiveth into his mouth ; neither is anything else found in their bellies. This great head hath little eyes like apples ; very little bigger than the eyes of an ox, and a little throat not bigger than for a mans fist to enter, and that with huge bones on each side, not admitting it to be stretched wide. His body round, fourteen or sixteen feet thick. They are swallow tailed, the extremes being twenty feet distant. They have but one young at a time, which is brought forth as is beasts, about the bigness of, but longer than a hogshead. The female hath two breasts,

and teats, with white milk in them, not bigger than a mans head, wherewith she suckleth the young, whereof, she, as the moose, is very tender. They killed one and could not get the young from it. There hath been made seven and eight tons and a pipe of oil out of one whale, ordinarily sixteen tons, but much is wasted for haste in the store. The English have grown as expert in this business, as the Biscainer. They never lost a man in this action, but one only this last year."

Previous to, and between the treaty of Breda which ceded Acadia to the French in 1667, and its reconquest in 1690, the French Government of Canada zealously endeavoured to establish settlements on the shores of the Gulf of the St. Lawrence, Restigouche, and other parts of Acadia. Rosignol and Alacah rivers, doubtlessly were not overlooked, as they abounded in salmon and alewives, and the coasts with cod, herring and other fish. After the failure of De Rasily, at Rosignol, no doubt the harbours of this county were resorted to by Europeans, but no further mention is made concerning it until 1685, when M. Perot applied for a grant which would cover the ground occupied by De Rasily. These were men of influence who, with many others, subsequently engaged in the fisheries in and from this county, and certainly do not deserve to be classed with the men called fishermen, whose characters are delineated by Talleyrand, viz., that all the virtues which are attached to agriculture are wanting in the men who live by fishing. This has been readily seized upon by many of superficial observation, but let it be borne in mind that many of those engaged in the fisheries of this county, subsequently, were men of influence and ability, as well as De Rasily, whose family was allied to that of Riche-

lieu, and its members were often employed by the cardinal minister.

Claude DeRasily, son of Francis, was a captain in the French Royal Navy, and finally Vice-Admiral, and Isaac DeRasily was Knight Commander of St. John of Jerusalem. He was also a Captain in the Navy, supposed to have died in 1636.

Contemplating the characters of such men as were engaged in the fisheries at this early period of our history as well as subsequently, we are constrained to exclaim with the poet, "God moves in a mysterious way His wonders to perform," when we consider what they had to encounter, not only the dangers of the seas then so imperfectly known, but the additional perils consequent upon unreliable charts and directions. I am here reminded of Basil Hall's satire on the hidrography of the chinese seas. "I thought it the safer way" says the captain "to trust to lead, latitude and lookout, and shut up my maps and charts altogether ; for according to them I found myself sailing across mighty forests, scudding under bare poles in the interior of China and creeping over shoals in places where I could find no bottom." Indeed it is only a few years since we could put much dependence upon our charts and directions, for my part I always adopted Capt. Hall's plan, and no doubt many others did, or else shipwrecks would have been more frequent. These were not the only difficulties with which they had to contend ; the seas were infested with pirates, and the country with enemies savage and civilized (if the term be applicable.)

Many of the proprietors in the different townships were trained in the same school previous to the erection of this county, which fitted them for the duties they had

to perform. And it was this same indomitable spirit in overcoming difficulties, shared by their descendants, that enabled them subsequently to act their part so well in the wars with Holland, France and Spain, as well as in the Revolutionary war and the war of 1812."

About 1761 when the original proprietors of Liverpool, Barrington and Yarmouth townships came to this county, it was with the intention of prosecuting the fisheries in particular, for as regarding the soil and climate historians agreed in consigning them to eternal sterility, the inhabitants to perpetual misery.

By the Treaty of Paris, 1763, Canada, Nova Scotia and Cape Breton were ceded to the English. Glorious as was deemed the result in England it was still more a cause of congratulation here as affording the colonies an interval of repose. This state of affairs did not long continue, yet the fisheries were vigorously prosecuted both by the settlers in this county and the inhabitants of the older colonies, many of whom frequented this county.

The men called fishermen were those many of whom built their ships, caught the fish and navigated the seas in search of a market, while some remained at home to attend to agriculture. These fisheries were more or less attended to, by all the townships in Queens, throughout the different wars in which they were engaged, in private or armed vessels which were many in proportion to the population.

About 1790 the "Sea Cow" or Walrus fishery was engaged in at the Magdalen Islands by Snow Parker and others from Liverpool. Capt Josiah Smith at one time took a cargo of the raw material to the United States.

I have been enabled to gather the following information relating to this branch of the fisheries. From 1642 to 1644 Monsieur Jean Jacques Enard a native of Basque in the lower department of the Pyrenees, in France, followed the Walrus fishery on Portage Island near the Miramachi, and as late as 1773 Mr. Walker, an officer in the British navy, pursued the fishery at La Baie Des Chaleurs, or Bay of Heats, which was originally called by the Micmacs Esketaon Nemaochi, or the sea of fish. He exported the hides, fat and tusks, in large quantities to Britain.

In 1635 the Isle of Sable abounded with walrusses and seals. This fishery being very lucrative was prosecuted with vigor until they became extinct. The inhabitants of the different townships in this county, with others from New England and Europe, participated in this fishery. The mode of catching them at the Magdalen Islands, as described to me in person by Snow Parker as well as by my father, in whose possession I have seen some of the tusks about a foot in length, was as follows:—At a certain time in the season they resorted to particular localities about the islands, where there were large indentations of the coast with narrow entrances, across which a net made of ropes was thrown to prevent their egress to the ocean, they were then shot, or killed with clubs when attempting to regain the ocean by scrambling over the beaches.

The walrus is a great clumsy animal living among the icebergs in the Northern seas; it has tusks like an elephant, sometimes a yard in length: they serve to assist the animal in climbing up the steep slopes of ice and snow. The walrus is almost a sea monster, for it often measures eighteen feet in length and weighs two thou-

sand pounds. Although they occasionally come upon the land to sun themselves they like the water best. It is a quiet creature when left alone but if it must defend itself it will fight like a tiger.

It has been called the sea cow by our countrymen when taken at the Magdalen Islands. I know not for what reason as it rather resembles the "Movic" or Hood Seal.

A brief description of the Magdalen Islands may prove interesting to a portion of our readers.

The voyage to these islands is now (in 1872) performed in a sailing packet which leaves Gaspé Basin the 5th and Pictou the 25th of each month. This singular group of islands—thirteen in number—lie at the entrance of the Gulf of St. Lawrence. The chief ones are Ament (named for general Ament who was at the siege of Louisburg, and from whom one of the principal streets in the old town of Liverpool took its name), Entry, Grinstone, Alright, Coffins, Grose Isle, Byron, Deadmans, and the Bird Rocks. Ament, the largest in the group, is about eleven miles in length and four in breadth. It contains excellent soil, and from its shores a most extensive cod, herring, mackerel and seal fishery is carried on. The island is annually visited by hundreds of English, French and American fishing vessels. The harbor, which is entered from Pleasant bay, is capable of containing several hundred vessels (drawing not over twelve feet of water) and affords shelter from all winds. It is sixty miles, direct, from Cape North in Cape Breton, one hundred and fifty miles from Gaspé in Lower Canada, one hundred and twenty miles from Cape Ray in Newfoundland, and fifty miles from the east point of Prince Edward Island.

They were granted, in 1798, to Captain (afterwards Sir Isaac) Coffin. It is said that he became possessed of them in the following manner. He was conveying out in his frigate the Governor General of Canada. Lord Dorchester; a furious gale of north west wind compelled him to seek shelter under the lee of one of these islands, where the English man-of-war rode out the gale in safety. Lord Dorchester gratified for his escape, and desirous of marking his gratitude, asked Captain Coffin whether he would not like to possess these then insignificant islands, to which he having assented the patent was made out on his arrival at Quebec. Admiral Coffin was born in Boston in 1760, entered the navy at the early age of thirteen, and passed through the various grades of rank until the midshipman became full Admiral in 1814. He died in 1839 and left the islands to his nephew, Capt. John Townsend Coffin, an officer in the British navy, now an admiral. They are an entailed estate in his possession. Both the late and the present possessor, have in a variety of ways testified their interest in the welfare of their tenants, the inhabitants of the islands. The income derived from them is merely nominal and is always expended in improvements designed to promote the welfare of the inhabitants. At the time the grant was made the population was about five hundred souls. In 1861 the total population was found to be two thousand six hundred and fifty-one. Ament island contains about one thousand inhabitants and is the most important of the Magdalen group. Let us mention one other—the island styled "Deadman's Island," which on a dark September evening inspired the poet Thomas Moore as he passed it, with the following verses bearing upon the old superstition among

sailors about the "Phantom-ship" or "Flying Dutchman," as related by Capt. Maryatt in his works (1830, or thereabouts.)

WRITTEN ON PASSING DEAD MAN'S ISLAND.

See you, beneath yon cloud so dark,
Fast gliding along a gloomy bark !
Her sails are full, though the wind is still
And there blows not a breath her sails to fill !

Oh ! what doth that vessel of darkness bear—
The silent calm of the grave is there,
Save now and again a death knell rung,
And the flap of the sails, with night-fog hung !

There lieth a wreck on the dismal shore
Of cold and pitiless Labrador ;
Where, under the moon, upon mounts of frost,
Full many a mariners bones are tost !

Yon shadowy bark hath been to that wreck,
And the dim blue fire that lights her deck
Doth play on as pale and livid a crew
As ever yet drank the church-yard dew !

To Dead Man's Isle, in the eye of the blast,
To Dead Man's Isle, she speeds her fast ;
By skeleton shapes her sails are furled,
And the hand that steers is not of this world !

Oh ! hurry thee on—oh ! hurry thee on,
Thou terrible bark ! ere the night be gone,
Nor let morning look on so foul a sight
As would blanch forever her rosy light !

THOMAS MOORE.

The salmon fishery had also been prosecuted by our townsmen not only in the several rivers in this county, but in the Gulf of St. Lawrence and on the Labrador and Newfoundland coasts.

About the close of the last and the beginning of the

present century, a number of enterprising merchants—many of them shipmasters—among whom were George Collins, Nathaniel Smith, Josiah Smith and Job Harrington undertook the salmon fishing at the Nataskaun in the Gulf of St. Lawrence. In 1794 Mr. Collins went to Quebec, and there obtained a lease from Peter Stewart, Esq., agent for Alexander and George Davison of the city of London, G. B., allowing him and his associates to fish for salmon in the rivers situate in the Seignories of Mingan in the eastern part of the Dominion of Canada, viz : Kuanies, Great Nataskaun, Mistasnikaskas, Little Musknara, Uraaman and Kuckuatshuminickass. They were to commence on the first day of May 1795 and to continue eight years ; they were to give in lieu of rent one tenth part of the salmon caught. The lessees were to have the fish by paying for them every June, in goods to be delivered at their port in Mingan at the current price in Quebec. The price of the salmon was five dollars per barrel. One year the catch was one thousand five hundred barrels. Mr. Collins sold one-half of the above-mentioned right of fishing to Capt. Nathaniel Smith, with whom Capt. Josiah Smith and Capt. Job Harrington also had an interest in the business. The lease was subsequently renewed for a longer period. The enterprise proved remunerative and made considerable trade, so much so that with the Cod and other fish caught, one brigantine and two schooners were employed in exporting to the United States and West Indies.

The want of good charts and directions, lighthouses, fog-whistles, &c., made the navigation of the Gulf much more difficult than at this day, nevertheless the fisheries

were steadily pursued so far as the inhabitants with their imperfect equipments were able.

The women and children had the most of the agricultural operations to superintend, as the men were at sea either in private or armed vessels. Colonel William Freeman established an extensive shore fishery at St. Margaret's Bay which gave employment to many of the men of this county. It was continued up to the year 1816 about the close of the American war and large quantities of Mackerel were taken. The Labrador fishery was also regularly attended to, for which purpose ship building was not largely required, except for a few occasionally constructed for the European and West India trade, as the prizes taken during the war were sufficient for the supply.

All through the wars, Revolutionary and French, we were well protected. Our fisheries were remunerative; we having the preference in the foreign markets, (American vessels were not admitted to the British West Indies from 1783 to 1793, from 1796 to 1806 they were partially admitted with restrictions, and extended from 1806 to 1816 by their own proceedings)—the Embargo and actual Hostilities, thus serving not only as a means of subsistence but also, indirectly, as a service of defence, as they were a nursery for seamen. As an example—Captain Alexander Godfrey and his crew, who fought and obtained one of the most brilliant victories on record in the year 1800.

The war of 1812 put us in possession of a large number of prize vessels which materially assisted our fisheries, but at the conclusion of the war the consequent stagnation of trade caused the prices to greatly recede, and at, or immediately after the close of the war the

fisheries were less remunerative than at any other period of our history ; they were, nevertheless, the principal part of our trade up to the year 1830, about which time the lumber trade constituted a more important part of our commerce, when our vessels would take to the West Indies assorted cargoes instead of such large quantities of fish as formerly.

The fisheries were industriously and steadily pursued so far as we were able, being much hampered by both the French and Americans when not in open rupture with them. Their combinations, made more troublesome by the sympathizers amongst ourselves, often retarded the enterprise of our townsmen, but was often perhaps, the means of impelling them to more active exertions, urged by patriotic motives as well as by the immediate necessity of the case, having a large number of widows and children to maintain in addition to their own large and increasing families.

With regard to the river fisheries they were protected by the annual regulations of the Sessions, and not being attended with so much danger from the enemy were vigorously prosecuted.

I well remember my first trip to Halifax in the year 1814, in the "Fame," packet, with captain Paul Collins and Richard Prentice the mate. We left Liverpool on the morning of the 30th of September with a leading wind down shore. As the sun ascended towards its zenith sail after sail hove in sight each appearing to be afraid of the other. When off LaHave we recognized several of our fishing vessels tacking to get between us and the harbours on the lee. We in turn hauled in for fear of vessels to the windward, which movement excited more fear on the part of the others, and our sloop, being an

American prize, was mistaken for a privateer. The fishing vessels were then short of hands, owing to their crews leaving in boats to follow the coast from harbour to harbour in order to avoid the press that was then going on for seamen to man the fleet then blockading the American coast. Not only our fishing fleet, which was at this time very considerable, but our merchantmen and privateers were not exempt until energetic remonstrances were made, when what was then called a militia protection was instituted, for the protection of privateers crews.

My eldest brother and several others were taken out of the "Retaliation," a brigantine from Liverpool on a cruise, by a press gang from on board the "Superb" seventy-four guns, but on examination, after being taken on board of the ship, he and a few others were released having their protections, while the rest were kept as seamen on board, several of whom never returned to their homes, but were long after the cause of much anxiety and suffering to their afflicted widows, and widowed parents.

As soon as the war was ended trade became stagnated, and there was nothing, apparently, to do for the large number of prizes on hand but fishing. In addition to the privateers crews discharged at the close of the war, a number of speculators and other persons from different counties, particularly Shelburne, Kings and Lunenburg, who had flocked to the county found it difficult to obtain employment. About this time there were a number of Scotch emigrants attracted to this province no doubt by the reports of our prosperity in connection with the war and trade generally, which was now stagnated. There was, however, plenty of capital, and the

fisheries seemed to be our only resource for trade. A large number of fishing boats from twenty-five to thirty feet keel were built all along the shore, and a few bankers were employed.

The catch of fish, both on this shore and on the Labrador coast was so large that the markets were glutted, and only produce could be obtained in exchange for them in the West Indies, consequently produce became abundant in our market, and at this time, 1820, fish were 7s. 6d. per quintal, and rum, of which there were four thousand puncheons at one time in Liverpool, was a complete drug in the market, worth not more than 1s. 3d. per gallon besides the duty. Our merchants were therefore compelled to look to other sources for trade. The Messrs. Barss & Seely, Collins & Co., commenced to build a large class of vessels and to export timber, deals and lathwood to Great Britain, and in the meantime the fisheries were followed with the old vessels on hand. This they continued to do until the year 1834, when the emancipation of the slaves in the West Indies and the consequent demand for lumber caused the trade to flow in a different channel. Attention was then directed to our lumber woods. John Campbell, Esq., was at this time, and had been from the year 1818 up to this date (1835) largely engaged in the fishing and lumber trade. About this time Sylvanus Morton and others began the lumbering business, and from this date up to the present time the West India trade formed the most considerable portion of our commerce. Shipbuilding and freighting formed no small part of our trade, and the shore and Labrador fisheries were always more or less carried on up to the present time, though the trade is small in comparison to what it formerly was.

CHAPTER XVI.

Mills and Manufactures.—The first saw mills.—Increase of the lumber trade.—Commencement of Shipbuilding.—Building of the first grist mill.—Where situated.—Different owners.—Reservations on the Mill Brook by proprietors for this purpose.—Second grist mill.—Tanneries.—List of mills owned by Queens County people in the Province.

The people of the County of Queens have always been largely engaged in the manufacture of lumber. The town of Liverpool being situated at the mouth of a river whose branches extend all through the forests of Queens and even into those of Shelburne and Annapolis, it was but natural that the people should early turn their attention to that important branch of industry.

As early as 1764 there were three sawmills erected at Milton which was then called the Falls. The first was built by Colonel Perkins for one Bryant a connection of his, and was situated on the western side of the river. The second was built by ——— Freeman, progenitor of Samuel and Simeon Freeman and others; the third on the western side at Potonnock or Potamock named from the river in the United States upon which the original house of Mr. Freeman stood. As the settlements in the interior increased the number of mills also increased. There was not however a very large quantity of lumber manufactured until after the close of the American War of 1812. At that time several new mills were built upon the Port Medway and Liverpool rivers and upon several of the other smaller streams throughout the county. Previous to 1828 the manufacture and export of ton timber gave employment to many and was an important branch of industry.

The continued increasing demand for lumber in the

American and West India markets produced a corresponding activity with us, and the number of mills increased. About 1853 shipbuilding began to be an important business, and it also led to consequent increase in the lumbering business. A more important incident in the history of Liverpool for the first fifty years than that of the building of the first saw mill was the building of a grist mill upon what is commonly known as the Mill Brook, running through Liverpool town. At that time Indian Corn with other grains was largely imported from the States and formed the staple article of food. The Mill Brook having been selected as the site of the grist mill, certain reservations were made concerning it which were subsequently enlarged by different orders of the proprietors committee. The last change was made in 1815, when land was added to that already reserved which enclosed the Bar Pond and the privilege of turning the stream into the main mill brook to ensure a larger supply of water. At a meeting of the proprietors held in the township of Liverpool, July 1st 1760, Mr. Nathan Tupper was chosen Moderator. The eleventh article voted was "That Salad Landers, Joseph Collins, Stephen Smith and Capt. Silvanus Cobb be allowed the privilege of the stream called Mill Brook, and to flow as much land as they shall think necessary, together with four acres of land to each on the north side of said stream."

(Signed)

ELISHA FREEMAN, *Clerk.*

The persons who at that time undertook and built this mill were looked upon, and deservedly so, as great public benefactors. It was a lucrative business, and although pecuniary considerations may have been one inducement for engaging in the enterprise, they were

looked upon as they were really considered the most influential men in the county. The first mill stood near the workshop of Mr. William Jackson. In 1806 a new grist mill was built by Capt. Nathaniel Smith and William Freeman Esq., near the tide; Cyrus Martin of Petite Riviere was the millwright. At the death of Mr. Freeman a part of the mill passed into the hands of James Gorham, Esq., and Col. Joseph Freeman, subsequently into the hands of S. P. Fairbanks, Esq. He, in company with Mahlan Vail and James N. Knaut, Esq., of Liverpool and Mr. Allison of Halifax built the present mill on the stream and conducted a large and profitable business for several years, till a change in the tariff compelled them to close. The stream has been occupied by different parties for milling purposes, subject however to restrictions, as the privilege was reserved for the exclusive use of the grist mill. The first tannery built upon it was by the Rev. John Payzant, situated on the back road. The next by Simon Fraser between the main road and river, who with Robert Freeman conducted business there for some years. This tannery afterwards passed into the hands of Barry & McDonald, and subsequently into the hands of Patrick Farrell. The first steam tannery was built on the north side of the brook in 1871, and is owned by Smith & Whitman. They are now conducting an extensive business there.

The most extensive tannery ever built in the County is now owned by A. Cowie & Sons. This tannery was first erected in 1810 by John More, and about 1814 passed in the hands of Perkins & More. From circumstances connected with the war of 1812, it was abandoned until 1821 when it fell into the hands of Cowie & More. Mr.

More retired from the business in 1832, and since that time Cowie & Sons have carried on the business extensively.

The following table from the *Liverpool Advertiser* published last year will give the reader an idea of the immense lumbering operations carried on by the capital of Queen's in this and adjoining counties.

The list is as follows:

MILLS OWNED IN QUEEN'S COUNTY AND BY QUEEN'S
COUNTY MEN.

In Milton,	9	single	gang	water	mills,
Liverpool,	1	"	"	steam	mill.
Brooklyn,	1	"	"	water	mill,
Mill Village,	8	"	"	"	"
E. Port Medway,	1	"	"	"	"
Indian River,	2	"	"	"	"
Shelburne,	1	"	"	"	"
Clyde,	1	"	"	"	"
Tusket,	1	"	"	"	"
LaHave,	2	"	"	"	"
"	2	double	"	"	"
"	2	single	"	steam	mills
"	1	double	"	"	"
Hant's County	2	single	"	water	mills
Annapolis,	3	"	"	"	"
Mosher River,	1	"	"	"	"
Musquodoboit,	1	"	"	"	"
Hubbard's Cove,	1	"	"	"	"

This list is, however, incomplete, as there are 9 mills in the Northern District, 2 at Middlefield, 1 at Brookfield, 2 at Pleasant River, 1 at Rosette, 2 at Harmony, 1 at Whiteburn, and 1 at Devonshire.

There are also in the Northern District four grist mills, 1 at Harmony in connection with the sawmill, another in the same district owned by James Cushing, Esq., 1 at Pleasant River, and 1 at Whiteburn.

There is in connection with most of the mills other machinery for manufacturing lathes, clapboards, shingles, staves, boxshooks, and barrel staves.

CHAPTER XVII.

Courts of justice in Nova Scotia.—Their jurisdiction.—First officers in Queens County.—Officers in 1788 and at different periods to the present time.

The lowest order of courts for the trial of civil causes in Nova Scotia are those of the Justices of the Peace. There are a large number of these officers in every county, and each of them have jurisdiction throughout the whole county in which they reside. These officers, of late years, have been appointed principally from political considerations and become rather a source of annoyance to the people than otherwise, they being in many instances shopkeepers and others engaged in the trade of the county, and many of them transient persons. This state of affairs needs to be corrected and no doubt will in time be superseded by municipal regulations such as are in force in older countries, viz: by Stipendiary Magistrate and constables remunerated by a fixed salary. One justice may adjudicate upon any matter in which the cause of action does not exceed \$20.00, when above that amount and does not exceed \$80.00 two are required. An appeal lies from this to the Supreme Court. The General Sessions of the Peace are held in the county annually on the second Tuesday in January. It is an assemblage of the county justices and grand jurors, for the transaction of certain local business, being a legislative rather than a judicial body. The Probate Court is a county court presided over by a judge. It has the custody of wills and its functions are to dispose of the

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estates of deceased persons. There is an appeal also from the decision of this court to the Supreme Court.

The Supreme Court has original jurisdiction in all civil suits where the causes of action are not less than \$20.00, and an appellate jurisdiction where it is less than that. It is also the only criminal court in the Province.

In 1764 there were six justices commissioned for the County of Queens, John Dogget, Elisha Freeman, Simeon Perkins, John Crawley, Samuel Oates and Timothy Baker. They were the leading men of the community and were in every way qualified to fill the positions in which they were placed.

About the same time John Dogget, Elisha Freeman and Simeon Freeman, Esqrs., were appointed Justices of the Inferior Court of Common Pleas. 1777 Simeon Perkins, Samuel Freeman jr., and William Johnstone, Esqrs., were the Judges of this Court.

During this year a list of the Justices of the Peace and Justices of the Inferior Court of Common Pleas who were living in the county was sent to Halifax.

Justices remaining in the County.—Simeon Perkins, William Johnstone, Samuel Hunt, John Thomas, William Freeman.

Justices of the Inferior Court remaining in the County.—Simeon Perkins, William Johnstone, Benajah Collins.

On the 9th of September, 1785, Samuel Sheldon Poole, Esq. was made a Justice of the Peace for Queens County. He for many years subsequently represented the township of Yarmouth in the Provincial Legislature, and in 1826 was styled "the father of the house" by Sir James Kempt.

In 1788 the list of county officers were as follows :

Justices of the Inferior Court of Common Pleas.—John Dogget, Elisha

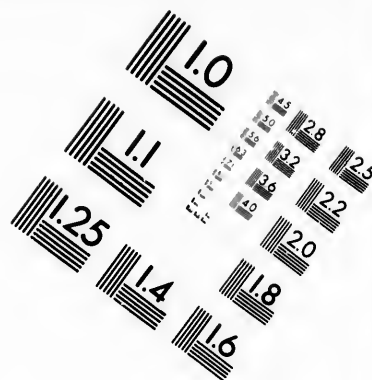
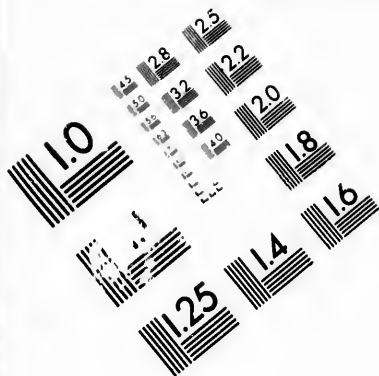
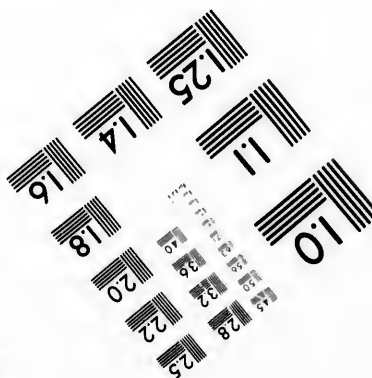
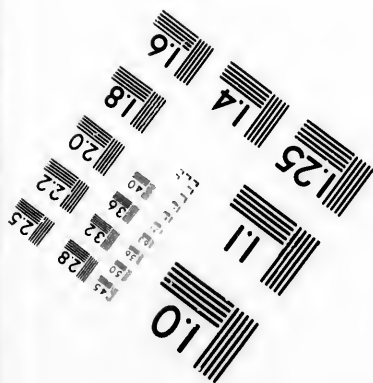
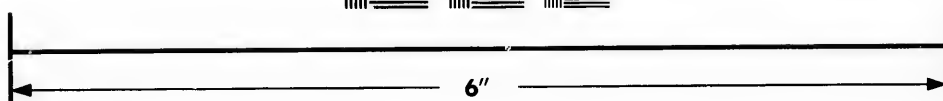
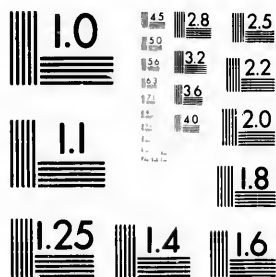


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Freeman, Simeon Perkins, Seth Harding, Samuel Freeman, William Johnstone, Benajah Collins.

Justices of the Sessions.—John Dogget, Elisha Freeman, Simeon Perkins, Timothy Baker, Samuel Gates, Sebastian Zoubertbuhler, Samuel Dogget, Samuel Freeman, Nathan Tupper, William Johnstone, Seth Harding, Samuel Hunt, Donald McPherson, John Thomas, William Freeman.

Clerks of the Pleas and Peace.—Thomas Foster, Ebenezer Dogget, Robert Millard, John Thomas.

Militia Officers.—John Dogget, Samuel Dogget, Samuel Freeman, Robert Slocumb, Samuel Hunt, Peleg Dexter, Jabez Cobb, Prince Snow, Joseph Burnaby, Elisha Freeman jr., John West, Luther Arnold, William Hadley, Prince Snow, Robert Glaisway, William Hadley, John West, Theod. Ford, Joseph Nickerson, Nathaniel Freeman, Jabez Cobb, Samuel Hunt, Simeon Perkins, Nathaniel Freeman, John West, William Freeman, Joseph Freeman, Lathrop Freeman, Joseph Tinkham, Nathan Tupper jr., John Nickerson, Elisha Hopkins.

Attorney's at Law.—Robert Millard, Michael Hardarc Hawkins, Robert Glaisway, John B. Scott, Yorter Lembard.

D. D. Marshals.—Nathaniel Freeman, Nathaniel Freeman, Joseph Freeman.

Sheriffs.—Joseph Tinkham, William Freeman.

Judge of Probate.—Simeon Perkins.

The first Registrar of Deeds in the township was John Doggett. The first deed registered in the town was "Thomas Brown to Abram Copeland 21st February, 1764." The next person appointed to this office was William Johnstone in 1782; he held it till 1795.

1799. Simeon Perkins was deputy registrar of the Court of Vice Admiralty.

1809. A new commission of the peace was issued. John Barss and Joshua Newton were made Justices of the Court of Common Pleas.

1810. There were twenty-five Justices in the County, and Joshua Newton was Custos Rotulorum.

1826. The Justices of the Inferior Court of Common Pleas for Queens County were Joshua Newton, Patrick Doran, Joseph Freeman and Snow Parker, Esquires. Commissioners were appointed for facilitating the location of emigrants and other poor persons; and for the

better regulation of all matters regarding the settlement of the county. They were Joseph Freeman, Nathan Tupper, Benjamin Knaut and James Gorham, Esquires.

1845. Robert Roberts, Esq., High Sheriff, James R. DeWolf, Esq., Custos, and the bench consisted of eighteen other magistrates, some of whom were men of ability.

1853. John Scott, Esq., High Sheriff and Freeman Tupper, Custos. Thirty-four magistrates on the Bench.

1865. Joshua Newton Freeman, High Sheriff, Hon. Freeman Tupper, Custos, and sixty-eight magistrates.

1872. Joshua N. Freeman, High Sheriff, Hon. Freeman Tupper, Custos, and upwards of sixty magistrates.

CHAPTER XVIII.

Education.—Establishment of a grammar school in Liverpool town. Building of the Academy by James Gorham, Esq.—Founding of Gorham College.—Its history.—Destruction by fire.—Education of the first settlers and their descendants.—Education in the county in 1872.

A Grammar School was established in Liverpool in 1816, and the late James Gorham, Esq., built an Academy at his own expense, and generously presented it to the town.

In 1848 Gorham College was erected at Liverpool. Mrs. Gorham, widow of James Gorham, Esq., endowed the college with about \$12,000. It was supported by voluntary contributions, and received an annual grant of £250 stg., from the Colonial Society of London. The direct object of the College was the education of young men for the ministry, in connection with the Congregational Churches of Nova Scotia and New Brunswick. It was opened in 1850. The Principal was the Rev. Fred.

Tomkins, M.A. D.C.L. now of London, England. It was accidentally consumed about 1853, and has not since been rebuilt. The remainder of the endowment fund was transferred to the missionary fund of the Congregationalist Church. At the time of the burning of the College there were students there from Nova Scotia, New Brunswick, State of Maine, and Massachusetts.

There were many of the proprietors in the Liverpool Township Grant who were men of education and abilities as well as many of those who were subsequently attracted to the County. About the beginning of the nineteenth century the youth of our county were much neglected in their education from different causes, principally from want of interest on the part of parents and from inefficient teachers. Previous to the operations of the present School Act there were, however, many good schools and efficient teachers, and a fair proportion of the people received education suitable to the callings they followed.

The present School Act is of immense advantage to the youth of this county, and the great benefits accruing from it will be apparent in after years.

The school inspector, in his report for the year 1872, speaks of the education in Queens County as follows :

"I regret to say for the year ending October 31st, that they show, in some particulars a slight decrease compared with those of the previous year. That this decrease is temporary may be expected from the fact that it occurred in the winter term when many of the outlying sections usually have no school, and during the latter part of which the extreme severity of the weather made great inroads upon the attendance of all our schools. Although eleven sections in the county had no school during any part of the year, some of these,

at Port Herbert in the Southern and Wellington in the Northern District, have not yet been induced to have schools under the regulations of the law ; and others, as Great Island, Barss's Falls, &c., are so few in population and poor in means, that some assistance other than that which is now provided by law, is needed, in order to put them into proper working condition. I regret to say that, in one or two instances, there has been a disposition in small sections, on the part of the majority, to block the wheels of the educational chariot, and thus prevent advancement.

On the other hand, our wealthier and more populous sections are branching out and endeavouring to overtake the increasing needs of the rising generation, both in the quantity and quality of the educational products which they furnish. Port Medway has just completed the second very neat and commodious school-house to meet the wants of its most distant and outlying families. Mill Village is likewise feeling the pressure of a similar demand ; and both Liverpool and Milton abate nothing of the zeal and success with which they furnish room and facilities for all within their limits.

At Port Medway, Mr. N. T. Baker, with years of experience and marked success in his profession, retains his place, while Messrs. N. Smith (of five years experience in the same section) and C. D. Mack, respectively, come fresh to their charges at Milton and Mill Village. The Academy at Liverpool continues its efficiency under the plodding but successful leadership of Mr. J. W. Wallace, A.B. Mr. McKenzie also remains in the preparatory department, though he obtained license A at the September examination. Two excellent and experienced female teachers, Misses J. B. Waterman and H. Starrat, for several years employed in different departments of the Academy, took their leave of us at the close of last term, and the vacancies are filled by Miss Norris and Miss Whitman.

Writing, I found to be diligently attended to by the pupils, and efficiently taught by the teachers. But in

this branch of education both the teacher and pupils have excellent aids ; the former in Staples' unsurpassed series of copy books, and the latter, in the felt need on the part of many parents who discourage their children by making light of other branches, that their ability to write and to read writing, may, on various occasions, be useful to themselves. Such is human nature.

Arithmetic, Grammar and Geography suffer various drawbacks such as the expense of books, and the unperceived utility of them on the part of uneducated parents. I greatly regret that *Singing* and *Drawing* are so little taught. One school only, in this county, reports drawing, namely, the Preparatory department of the Academy ; and out of two thousand one hundred and eighty-six different pupils that have attended school during the year, only five hundred and ninety-four are reported as having been taught to sing.

Notwithstanding what I have stated of truth concerning a large class of parents, the intrinsic value of education is becoming daily better appreciated. Sections are not now induced to rally their children, because of the increased amount of money which they receive from the "county fund" on account of the larger attendance of pupils : they see and feel the influence of education in other directions. Too great a number of parents, however, entirely neglect the education of their children. A salutary lesson on compulsory education, teaching them that they have neither the right nor the power to cast an ignorant class upon the state to increase pauperism and crime, may yet be needed for so chronic an ailment."

CHAPTER XIV.

Church of England.—First beginning of the church in Liverpool.—First clergyman.—The parish of Trinity Church formed.—Assistance rendered from different sources towards the erection of a church.—A sketch of the church in Liverpool and other parts of the county down to the present time.

1816. On the Feast of the Circumcision, A.D. 1816,

a memorial was sent to Sir J. C. Sherbrooke, then governor of Nova Scotia, asking that a parish should be formed in Queens County, and praying that £500 of the Castine Prize-money might be granted towards the erection of a church. To this memorial no answer appears to have been returned.

1819. In the autumn of 1819 the Revd. Mr. Twining became resident missionary and held his services in the grammar school of which he was, also, master. The congregation numbered twenty—the communicants were only nine. On the 2nd of October in the following year (1820) a public meeting was held, and a memorial was adopted to Sir James Kempt, who had now become governor, begging that the parish might embrace the Township and be "denominated the Parish of Trinity Church." A new subscription list was opened and a site for the building was offered by Hallet Collins and B. Knaut, Esqrs. A suitable residence and the sum of £30 per annum were offered to the missionary, in order to meet the offers of the "Society for the Propagation of the Gospel" (in England), and the Revd. Mr. Twining accepted the mission on this new basis. On Nov. 21st of this same year, an order in council passed establishing the parish as above, and granting £250 as soon as a similar sum was raised by subscription and one-half paid to the churchwardens, and promising another £250 to be paid when the church should be completed. The subscription list was headed by Joseph Freeman, Esq., with £100, and amounted to £384 14s. 10d. The Propagation Society gave £244 8s. 11d. in addition.

1821,—April 23rd,—The first parish meeting was held for the appointment of officers. "The Revd. Mr. Twining the chair—read the order in Council for establishing

the Township of Liverpool into a parish by the name of the 'Parish of Trinity church,' when it was *Resolved*,— 'That Joseph Freeman and Benjamin Knaut, Esqrs, be the churchwardens for the ensuing year, and that Revd. Mr. Twining, Joshua Newton, William Sterns, James Rogers, Lewis V. Knaut, John Barss, George A. Lasley, James Webster, and Drew Ridley to be Vestry.' John Campbell clerk of vestry."

The frame which was provided for the church being considered too large was reduced by order of the Rector.

1822. At Easter, in A.D. 1822, the church being near completion it was resolved to sell the pews, reserving a ground rent, and enacting that any person wishing to re-sell must first make an offer in writing to the churchwardens. The pews were sold on June 13th, and realized £309 15s. od., making the entire sum for the cost of the church £1526. 1s. 2d.

1825. In October, 1825, the Revd. Mr. Twining resigned his charge of the parish having, during his six years incumbency baptised one hundred and sixty one persons. During the autumn of 1825 and the summer of the year 1826 the Revd. J. C. Cochran, of Lunenburg, paid occasional visits to the parish, as did also the Revd. Professor King, of King's College, Windsor. In December of this year the Revd. Edmund Wix, the Bishop's chaplain, came to reside; he remained till July of the following year. His zeal and ability were very great, and his labors were abundantly blessed. It was his aim to teach the principles of the Church, and to this day he is gratefully remembered by many, and his successors still reap the fruit of his sowing. He baptised seventy-eight. In June of this year the Revd. J. T. T. Moody (now Rector

of Yarmouth) entered upon the duties of this parish. This year the communicants had increased to twenty-one in the town and twelve in the country.

1829. This year the Bishop visited the parish and confirmed nineteen. A church was now built at Eagle-Head on an acre of land given by Peter Boutillier.

1831. In this year it was resolved that £50 be paid to Revd. Mr. Moody—house rent *included*, and in the following year (1832) that £50 be raised in the town and £25 in the country.

1834. In the year 1834 St. John's chapel and burial ground, at Eagle-Head, were consecrated, and the churchwardens were instructed to enquire into the state of the church lands and "the propriety of erecting a parsonage.

1835. In the following year Peter Colp of Western Head gave half an acre of land for a burial ground.

1836. This year Mr. Moody's £50 was voted *exclusive* of house rent.

1837. This year a church was erected at Hunt's Point on land given by George Fraelig.

1840. A handsome organ was placed in the church by the executors of the will of Joseph Freeman, Esq.

1841. William Wentzell of Eagle-Head gave land to the corporation of Trinity Church for the erection and support of a school.

1842. A committee was appointed to enlarge the church and re-arrange the interior. The burial ground of Trinity Church was consecrated this year; as also the chapel of St. James, Hunts Point, with its burial ground.

1843. Churchwardens submitted the cost of enlarging the parish church £222 8s.

1844. The burial ground at Western Head consecrated.

1845. Twelve pews sold at an aggregate of £103.

1846. In September, A.D. 1846, the Revd. J. T. T. Moody resigned the parish after an incumbency of nineteen years. He was presented with an address signed by members of all denominations resident in the different parts of the county, bearing testimony to his zeal and assiduity in the discharge of his official duties, and in the cause of education ; to the increase of the church under his ministry, and expressive of their regard and regret at his removal. On the 15th of December in this year a parish meeting was held, at which the churchwardens were instructed to state to his lordship the Bishop, the great satisfaction the people had received from occasional services of Rev. E. E. B. Nichols, and to express the unanimous wish of the parish that he be appointed to succeed their late Rector ; also to pledge £125 per annum towards his support, with "a regret that the means of the congregation to provide for the support of a pastor are not commensurate with their wishes." Mr. Nichols entered upon the duties of the mission at Easter, 1848. A resolution was passed that the office of churchwarden should not be held for more than two years in succession, so that one new officer be appointed annually. The debt on enlarging the church (£138 16s. 3d.) was paid off, and Sir John Harvey gave £5 towards furnishing the Governor's pew.

1848. £474 5s. collected towards a parsonage, and £100 expended on refurnishing and painting the interior of the church—including a handsome font.

1849. A committee appointed with full power to pro-

vide a parsonage by purchase or otherwise: who (on Nov. 15) reported purchase of property from Dr. and Mrs. Webster by paying £50 per annum during their joint lives and £40 per annum to survivor. £100 was expended in repairing the parsonage, and the balance of the subscriptions ordered to be invested, "the interest to be expended in payment of annuity, and at the decease of annuitants to be paid to the incumbent for the time being." This was the origin of an endowment fund which now amounts to £800. In this year the late Bishop visited the parish for the last time. Seventy-five confirmed—many of these had been previously admitted to the Lord's Supper. During this year twenty-two were added. In June of this year, the Romanists having objected to the use of prayers in the public grammar school, the congregation of Trinity Church resolved to withdraw their boys and establish a school wherein they should receive instruction under the superintendence of the Rector. Mr. J. N. Fairbanks was engaged as teacher. A site for the schoolhouse and an important addition to the church-yard were obtained by the first fruits of the diligence and zeal of a ladies sewing society.

1850. In this year an address was presented to the Bishop on his departure for England. Nov. 23rd,—heard of the death of the late beloved Diocesan; Resolutions passed expressive of the general sentiments of the parishioners and the church put in mourning until Christmas. On December 12th the Rev. E. E. B. Nichols was duly inducted Rector, under a mandate from Sir John Harvey. The Rev. Joseph Forsyth visited Queens County as travelling missionary. A clerical meeting was held in Liverpool this year, and application

made for books to Dr. Bray's associates, who subsequently granted a valuable accession to the library.

1851. The Rev. Joseph Forsyth was engaged as assistant missionary at a salary (from the people) of £90. A mission was opened at Caledonia, and additional services given at Port Medway and Mills Village. During 1851 the work of the mission increased. Stations that had previously received but occasional services were regularly and more frequently visited. There were at this time three churches and seven stations regularly served. Six services were held on Sunday and others during the week. Three of the more distant places were upwards of thirty miles from the parish church; at one of these (Caledonia) a new church was began. In this year, also, the present Bishop (the Right Revd. Hibbert Binney) first visited the parish—shortly after his coming to the Diocese. A large number of the parishioners escorted him into town, and congratulatory addresses were presented.

1852. The Rev. John Ambrose succeeded the Rev. Joseph Forsyth as assistant missionary; the latter being preferred to Albion Mines was presented, on leaving, with an address and a purse containing a substantial proof of the value set upon his services. In March of this year, at a parish meeting, resolutions were passed recognizing the duty incumbent upon Churchmen to support the Episcopate, and the sum of £174 was subscribed in aid of the Bishopric Endowment Fund. In June the Bishop confirmed twenty-five. Twenty new communicants were added this year, and sixty-four were baptized.

1853. A Sunday-school-house built this year at a cost of £210. Mr. Bowman (now Rev. Chas. Bowman,

Rector of Albion Mines) who succeeded Mr. Fairbanks (late Rector of Brandon, Vermont) continued the services at Eagle-Head begun by the former, and superintended the Sunday-school. By the demise of Mrs. Ann Freeman, widow of the late Col. Freeman, the sum of £125 was added to the Parochial Endowment Fund, and £30 bequeathed to the poor.

1854. Rev. John Ambrose removed to the Rectory of New Dublin after two and a half years service in Queens County.

March 22nd.—A large and enthusiastic meeting was held on behalf of King's College, Windsor, and £822 subscribed towards its endowment.

September 7th.—A meeting was held to consider the Bishop's proposal of Synodical meetings. Resolutions were passed expressive of the entire concurrence of the meeting, and delegates were appointed.

The Bishop kindly permitted the Rev. J. Pearson (now of Fredericton Cathedral, N. B.) missionary to St. Margaret's Bay, to assist in the parish for a few weeks after Mr. Ambrose's removal. His valuable services in promoting Church music will long be gratefully remembered.

1855. The Bishop held his second Confirmation,—candidates forty-three. Upwards of twenty communicants added this year. Christ Church, Caledonia, was completed this year (at a cost of £410) and consecrated. The bell was presented by William Sterns, Esq., and a metal communion service by F. W. Collins, Esq. This communion service was burnt in the conflagration at Brookfield, A.D. 1863, (?) and replaced by a present from the Rev. W. B. Bliss, A.D. 1870. The first service ever held in this church was the burial service over Mr. John

Selden, a pious farmer, at whose instigation the erection of the church was first undertaken.

1856. The northern section of the county, of which Caledonia is the centre, was this year placed under the separate charge of the Rev. A. Jordan (now incumbent of St. Peter's mission, LaHave.)

The schoolhouse at Eagle-Head was destroyed by fire and £200 subscribed towards the erection of a new church and schoolhouse.

1857. Rev. J. W. Forsyth, A.B., son of the former assistant missionary, entered upon the same office. By separating Caledonia, services were held every Sunday at Eagle-Head, and every alternate Sunday at Port Medway, Mills Village, Hunt's Point and Western Head. The Baptist congregation at Port Medway having offered their meeting house for sale, the Rector purchased it, and the services of the Church from this time were regularly held there. Mr. Tays (now Rev. J. W. Tays Rector of Bryan, Texas,) took charge of the church school, and visited Eagle-Head as catechist and superintendent of Sunday-school. Baptisms this year sixty-three. Contributions to Diocesan Church Society, £72. There were at this date one hundred and seventy communicants in the Parish.

1858. A new church was begun at Mills Village on a site presented by Stephen Mack, Esq. A new church was also begun at Western Head, and steps taken for the enlargement and improvement of the parish church. The sum of £96 was realized from a legacy of the late Mrs. Ann Freeman, the widow of the late Joseph Freeman, Esq., one of the founders and first benefactors of the parish.

1859. The church property was increased this year

by the purchase of a plot adjoining the churchyard from P. A. Knaut, Esq., and of a field adjoining the rectory.

1860. The Rev. John Abbott, Minor Canon of St. Luke's Cathedral, succeeded the Rev. Jos. Forsyth in the county.

1861. A visitation was held by the Bishop who consecrated the chancel which had been recently added to the parish church, and which with other improvements had cost \$2818.00. This sum was raised by voluntary contribution, and we think it worthy of being chronicled, that after all debts were paid and a gratuity of \$140.00 presented to the contractor, there was still a considerable balance in hand.

The church at Mills Village having been completed at a cost of \$950 was also consecrated by the name of "All Saints."

The Rev. Henry Genever succeeded the Rev. J. Abbott as curate on the latter being preferred to the cathedral.

1864. The church at Western Head was consecrated by the name of "Grace Church."

1865. The Rectory narrowly escaped destruction by fire—but was happily insured.

1866. At Easter the parish was divided. The eastern section, comprising Mills Village, Port Medway and Eagle-Head, was thought to be sufficiently strong to be self-supporting. The whole parish, *i.e.*, the church members, had doubled in numbers during the incumbency of the present Rector.—New churches had been built when needed,—a valuable parsonage and glebe had been secured to the mother church, and a house purchased at Port Medway for the residence of their future pastors.—An endowment had been created

amounting to nearly £1000 and gradually increasing, besides other reasons, which subsequent events have justified, made the present appear a fitting season for carrying the design into effect. The Rev. Henry Genever was elected Rector of the new parish.

The Rev. Andrew Gray, formerly a Wesleyan minister, and recently ordained, was appointed to the curacy in place of Rev. Mr. Genever.

1869. The parish of Port Medway having become vacant the charge of it was assumed by the Rector of Liverpool who assigned it to the Rev. Mr. Gray. The Rev. John Hutchison, A.M., was appointed second curate.

An address was presented to the Rector, and a sum sufficient to meet the expense, with a request that he would proceed to Windsor and obtain the degree of D.D.

Four stone Fonts were presented to the churches at Western Head and Hunts Point by Miss Sterns of Liverpool.

1870. At Easter Rev. Mr. Gray resigned his curacy, having been elected to the Rectorship of Port Medway.

The Rev. John Hutchison having been appointed to the charge of River John, the Rev. John Padfield was appointed curate.

At a visitation held this spring a new church was consecrated at Hunts Point. Also a chapel-school was dedicated. The former was built on land generously given by a long tried friend of the church—Mr. Drew R. Blackett. The site of the latter was the gift of Andrew Cowie Esq. The building itself was erected mainly through the efforts of a member of his family,

The Rector of Liverpool having proposed to resign

the parish that he might enjoy the relaxation and profit of a visit to the Holy Land, *Resolutions* were passed asking him to withdraw his resignation and to accept a year's leave of absence, with the continuance of his own salary and with the assurance that provision would also be made for maintaining the services in his absence. On his departure an address and purse from the parishioners generally, was presented.

1871. The parish of Liverpool was this year in charge of Rev. John Padfield.

1872. At Easter—the Rector having returned the previous autumn—it was resolved to set about rebuilding the parish church. A site for a new church was presented by the heirs of the late P. A. Knaut, Esq., and it was resolved that \$16000 should be first subscribed before the work begins. So far there is every prospect of the object being carried out. The subscriptions range in amount from \$2000 down, while some handsome offers have been made towards particular objects. The present monetary crisis may cause a temporary delay in the work, but such zeal as the Church people of Liverpool have always manifested must ultimately be crowned with success.

During this year the Bishop visited the parish of Port Medway and consecrated two handsome churches, one at Port Medway and the other at Eagle-Head, which had been rebuilt under the care and superintendence of the Rev. Mr. Gray. The new life and awakened energies of this parish are very marked under its present efficient pastor.

CHAPTER XX.

First Baptist clergyman in Liverpool.—First formation of the sect.—Different clergymen in the county.—Building of churches.—Number of church members in 1871.

In 1781 the Rev. Henry Alline visited Liverpool. His labours were blessed and numbers professed conversion. They were visited after this by the Rev. Handley Chipman and quite a number were baptized, among whom was Isaac Dexter, who was a worthy man of God. In 1784 David George, a coloured preacher of the Baptist order, visited Liverpool where he found a number of persons who had been baptized by the Rev. Handley Chipman. Mr. George remarks: "I preached there, the christians were all alive and we had a little heaven together. He says "Mr. Dexter preached to them but was not their pastor."

From 1790 to 1797 the Rev. Harris Harding laboured part of the time in Liverpool. In 1793 Mr. Joseph Dimock visited Queens County. In 1798 he spent some time preaching and visiting there. From time to time they were visited by him and other Baptist ministers yet there was no regular Baptist church there until the year 1821. At that time the Rev. David Nutter visited the place and organized a Baptist church. In 1828 the Rev. Mr. Ainsley built up the church by several additions to its membership, and the next year they were received into the Association convened at Yarmouth. The church in 1832 was placed under the pastoral care the Rev. Anthony Dimock.

Brookfield and Pleasant River were visited by Elder Handley Chipman about the year 1808. A few pro-

fessed faith and were baptized ; yet there was no church organized there until 1828, when they were visited by Elder Ainsley whose labours were greatly blessed among them. A church was then formed and numbers were added to it. The year following they were received into the Association.

The church at Port Medway was organized by Brother David Nutter in the year 1822. In 1833 they were received into the Association.

The first Baptist meeting-house built in Queens County was in 1834, and was situated on Shipyard Point. The next built in Liverpool was on the site of the present church, but it was burnt down about 1860 and replaced by the present handsome building to which a bell was presented by Mrs. Thomas Patillo.

From the Minutes of the Western Baptist Association held in 1871, we learn the state of the Baptist church in Queens to be, as regards members, in

Greenfield	there were	89	members
Brookfield	" "	103	"
Middlefield	" "	28	"
Caledonia	" "	29	"
Kempt	" "	138	"
Liverpool	" "	241	"
Mills Village	" "	71	"
Port Medway	" "	95	"

In each of these districts there are places for public worship belonging to that denomination.

CHAPTER XXI.

First Roman Catholic chapel in Queens.—First clergymen.—Building of a chapel at Caledonia.—Present clergyman.

The Roman Catholics are first mentioned in connection with the voyage of De Monts, as it is stated that two priests landed with them at Port Mouton.

The next mention of members of this church was in connection with the Rev. Mr. Lachlin, who accompanied Patrick Flynn, Esq., from Liverpool to the Northern District on a visit. In 1829 the first Roman Catholic chapel was built at Liverpool. While they were in the act of raising the frame they received the gratifying intelligence of the passage of the Emancipation Bill in the British House of Commons. This gave general satisfaction. There were but nine heads of families professing this faith in Liverpool at that time. They were principally Irish and came from Newfoundland.

There was a chapel built in Caledonia in 1836, and one at Mills Village subsequently. They are now quite numerous and are under the care of the Rev. Augustus Brown, a native of Halifax.

CHAPTER XXII.

Methodists.—Visit of the Rev. John Mann and Rev. William Black.—Number of leading men connecting themselves with the Methodists.—Building of the first church in Liverpool. Number of membership in 1804.—Destruction of the church in Liverpool by fire in 1870.—Rebuilding of it.

The earliest visit, of which we have any account, made by a Methodist preacher to Liverpool, was by Rev. John Mann about the year 1781. This visit was made at the

request of Capt. Dean. The Rev. Wm. Black made a visit to Liverpool in 1783, and the Rev. F. Garretson in 1785, and by their labours the infant church was greatly strengthened. About this time several leading members of the Congregational Church left that body and united with the Methodists, among whom was Simeon Perkins, Esq. John Newton, Esq., on his removal to Liverpool, connected himself with this branch of the church. He had previously formed the nucleus of Methodism in Charlottetown.

In 1785 the Rev. John Mann again visited Liverpool, and his account is taken from the life of the Rev. William Black.

"After visiting Digby and forming a small society, on Tuesday, February 20th, he set sail for Liverpool, but in consequence of head winds he did not reach his place of destination till Friday morning. Here he preached on the same evening in the Congregational meeting-house, and again on Saturday, with much freedom to a people manifesting great willingness to hear the word. He continued in Liverpool about four weeks constantly preaching and visiting from house to house, and many hearts were powerfully touched under the word, so that when he took his leave the society had doubled its numbers—increasing from twenty to forty members, several of whom were savingly converted to God."

In 1785 the Rev. Freeborn Garretson left Liverpool for Shelburne. Mr. Garretson gives the following account of the commencement of Methodism in Liverpool.

"Capt. Dean, since gone to heaven, sometime before any of us came to the place met with Mr. Wesley's tract called "The character of a Methodist," and having a great desire excited to hear one of the Methodist preachers he sent to Shelburne and requested Rev. John Mann to visit them.

"Shortly after, Mr. Mann paid them a visit, and many of the people heard him gladly though much opposed by the Allenites. As he went one Lord's day to the meeting-house to preach, a party of these zealous disciples determined, if possible, to prevent it. Colonel Perkins, a very mild man and a friend to all religious people, endeavoured calmly to reason with them, but to little purpose until another magistrate spoke more authoratively, which induced them to relinquish their design and to permit Mr. Mann peaceably to proceed. From open opposition they resorted to secret insinuations, with a view to prejudice the people against us."

In the year 1797 subscriptions were received by Mr. Black in aid of a Methodist church, which building was probably erected the following year. Shortly after this date, as we have seen, Mr. Newton became connected with the Methodist society in Liverpool, and in 1804 its membership number was one hundred and twenty. No doubt that the high christian character of the gentlemen above named contributed much to the stability and influence of the church with which they were connected, and also exercised a salutary influence in checking immoral tendencies of certain portions of the population, arising from the troublous state of the times and the laxity of ecclesiastical example and discipline.

The Rev. Mr. Sutcliffe was the minister in 1805, and under him and a succession of ministers who were on this circuit the church prospered ; so much did the congregation enlarge that at three different periods additions had to be made to the meeting-house. About 1853 this building was sold and removed, each of the three parts being converted into dwelling-houses now standing in the town. A new and spacious building was erected, which was consumed by fire about 1860, together with

the Baptist meeting-house and several dwelling-houses. The new church now standing is built upon the same site. In the gale of 1870 it was much shattered, and the steeple has since been taken down and a tower erected in place of it.

Methodist churches were erected at Mills Village and at Port Mouton early in this century and one lately at Caledonia.

CHAPTER XXIII.

First Congregationalist church.—Building of "Old Zion."—Size of this building.—Its cost.—First clergyman, the Rev. Israel Cheever.—His resignation.—The next clergyman.—Bequest left to the church by Jas. Gorham, Esq.—Removal of "Old Zion."—New church erected.

The Congregationalists and Presbyterians were amalgamated, owing to the unsettled state of both political and religious affairs about the commencement of the history of this township, and also to the irregularities of the first incumbent which led to united action among the inhabitants.

They had a building on King Street which was used for public worship, and was originally occupied by the Presbyterians. At a meeting of the proprietors of the township held in 1774 it was determined to locate the New Light, or Congregational meeting-house, upon the public reservation of fifteen rods at the south end of the town plot. This building was commenced in 1774 and was called "Old Zion." Previous to its completion town meetings were held at several times, in accordance with the then prevailing custom of New England, for the purpose of devising ways and means for building it. Nothing definite, however, was done till 1774, when at a meeting called in that year it was resolved to erect a

place of worship to be owned by proprietors in shares. It was agreed that the building should be 56 x 42, and the work was at once commenced. The building was completed in 1776 and opened for public worship. The Rev. Israel Cheever, a licentiate of Harvard College, was the first pastor. From the record of the proprietors committee we learned that a meeting was convened on the 18th November, 1777. The cost of the building is stated to have been £904. Not long after this the increasing irregularities of Mr. Cheever led to trouble in his congregation, and they willingly accepted his offer to resign, which, however, left them without a pastor. The Rev. Henry Alline, pastor of the Congregational Church at Cornwallis, who was as eloquent a clergyman as ever entered a pulpit in Nova Scotia, though rather eccentric in character and the founder of a new sect which was then called the "New Lights," requested the Rev. John Payzant to make a visit to Liverpool. After having made two visits it was amicably arranged that he should be the pastor of this church. He had married a sister of Mr. Alline's. The members of this church at the time this arrangement was made consisted of the principal persons in the township. At this period of our history (1793) there were very few Episcopalians or Roman Catholics, and it was between the dismissal of Mr. Cheever and the introduction of Mr. Payzant that the Methodists made a beginning in the county. On the 9th of April, 1783, Mr. Payzant arrived at Liverpool and commenced his pastorate, which position he held until his death in 1833.

The introduction of Mr. Alline's peculiar views and the establishment of Methodism led to considerable desertion from the church, and numbers who had pre-

viously been prominent members in the church connected themselves with the Methodists and Episcopalians. About 1820 quite a number joined with the few Episcopalians who were in the town and shortly after built a church. After Mr. Payzant's death Mr. Warren Nickerson, a native of the town, supplied his place for sometime, occasionally, until the Rev. James Melvin became the pastor.

On the death of James Gorham, Esq., he left a bequest to the church with the understanding that Mr. Melvin should continue to be the pastor. This bequest has caused protracted litigation, but lately Mr. Melvin agreed to relinquish part of his now recognized rights, and has partially retired from the ministry. Under this arrangement "Old Zion" was sold, and in 1870 was taken down after having stood ninety-six years. The proceeds were devoted towards the building of the new church since erected. "Old Zion" was remarkably well built. The frame of it was brought from New England and when taken down the sills were perfectly sound.

In the interval between the pastorate of the Rev. John Payzant and the final settlement of the difficulties which arose concerning the bequest for the support of the church and the maintenance of the pastor there were several ministers, principally from England, occupied the pulpit at different periods. There were churches established at Brooklyn, Milton and Beach Meadows which now (1873) have many members.

CHAPTER XXIV.

Commencement of the temperance reform.—Evils of intemperance.—First lecturer, and society formed.—First persons who signed the pledge.
—Present position of temperance and temperance societies.

The temperance reform was first commenced by an individual in the United States about 1816. It however made slow progress until 1826, when the celebrated Dr. Beecher took up its advocacy with singular power. Numbers of our American neighbours coinciding with the Doctor great and grand results followed. The knowledge of these results being received by many in Great Britain, as well as by other nations, induced the like effort to be made there as had been made in the United States, which God blessed exceedingly to the saving of large numbers of our fellow beings from intemperance and its sad, ruinous effects. In the year 1827 the first attempt was made in this county to stem the torrent of the dread scourge of intemperance. Previous to that period all classes of society were in the habit of using intoxicating liquors, and many to great excess. The consecrated minister of religion not being able to close his eyes against the prevailing evil resulting from intemperance, would ascend the pulpit and loudly disclaim against drunkenness, and alas! for consistency, would then return to his closet to recruit his exhausted spirits with a glass of brandy or other spirituous liquors. The magistrate dispensed justice under the influence of intoxicants. It gave wings to the prayer of many professed Christians, and added fervour to their exhortations and admonitions. The merchant transacted his business and cast up his accounts stimulated by the animating

beverage. The medical practitioner prepared his medicine and attended his patients cheered by his regular potations. The gentlemen of the bar stood up in defence of their clients or to expose the crimes of the guilty, stimulated by ardent spirits. The mechanic had to be furnished with his daily allowance. Vessels were not then navigated without spirits as a deemed requisite. The head of the schoolmaster was thought not to be clear without alcohol. The ladies had their various preparations suited to their tastes and diversified circumstances. In a word, in those days of ignorance but few regarded it as a duty to abstain from the use of intoxicating liquors. Very large quantities of spirituous liquors were imported into and consumed in this county. This served to perpetuate intemperance, promote pauperism and crime, to diminish the wealth of the county, to increase the public burdens, to impair the health of the people, to deteriorate their intellects, to corrupt public morals, to shorten the lives of many, and we fear has been the ruin of souls. Of course that nefarious business was truly offensive to God, although at that time not generally regarded in this light. Yet the state of things in Queens County varied little if any from the state of the Province in general. In July 1827 Elder W. W. Ashley, then residing at Yarmouth, and who during the previous year had had his mind strongly impressed with its being his duty to try to check the progress of intemperance, therefore began and delivered a series of lectures on the subject. Seven persons signed an agreement to abstain from the use of ardent spirits. They had no system or rules drawn up, nor did they then organize themselves into a society. But then and there we are to date the commencement of the grand moral reform in

Nova Scotia. In the month above named Elder Ashley made a visit to this county, and while here, his spirit was stirred within him in view of the crimes and miseries produced by the use of ardent spirits ; and being permitted the use of the methodist pulpit for the afternoon of one Lord's day, he preached from the 5th chapter of Isaiah, 11th to 14th verses, and set forth in bold and striking colors the evils of intemperance. The subject being of a novel character its effects were various. Some were offended, some ridiculed, others threatened personal violence, some were pleased, and some knew not what to think. Upon the whole, light being now thrown upon the subject, the people were put upon thinking. Yet this state of things remained without any systematic effort being made until September, 1831. On the first Sabbath in January, 1830, the first temperance pledge presented in this county was subscribed to but by four persons, namely, Russel Douglas, junr., Temperance Douglas, William Bryden and Eunice Bryden. But in the beginning of September, 1831, Mr. Ashley again visited this place, having been successful in forming societies at Eastport and in different parts of New Brunswick as well as in other parts of this province. He came for the purpose of making renewed exertions and if possible to establish societies in this and in the adjacent counties. Deeming the concurrence and influence of public and respectable men of importance in promoting this good cause, he called upon the ministers in town, laid before them his object and requested their aid in its accomplishment ; but what must have been his grief and mortification when they all began to make excuses and not one of them would engage in the cause. Mr. Ashley then turned his attention to other respect-

able members of the community, hoping, at least, to secure their attention, but alas ! they were unwilling to act without the clergy. Not yet discouraged, he decided to make another appeal to the public, but not a meeting-house would they open for the purpose. He next applied for the court-house and that was refused him. Not yet in despair, though the clouds of discouragement gathered thick and thundered loud, conscious of the purity of his intention and the goodness of the cause of temperance, and having the friendship of a few persons in the humbler walks of life, and being kindly offered the hall in the dwelling-house of Mr. Russel Douglas, senr., there a large number of persons assembled and Mr Ashley took for the foundation of his discourse Col., 2nd chapter 21st verse, and gave his reasons at large why all persons should abstain from the use of intoxicating liquors. From that time the views of many were entirely changed for the better. A constitution was then presented and thirty-five persons signed it. The meeting was then adjourned to the methodist chapel, when on the evening of the fifth of September, 1831, after some discussion, the society was regularly organized under the name of the "Queens County Temperance Society." Mr. Ashley also organized societies at Brookfield and at Milton ; and assisted in forming the Lunenburg County temperance societies.

At the present time (1873) there are in this county eight Temperance Societies, four Divisions of the Sons of Temperance, six Lodges of the British Order of Good Templars and seven Lodges of the Independent Order of Good Templars. In all twenty-five societies for the promotion of sobriety and virtue, and including nearly every minister of the various denominations in the

county. This is certainly a happy contrast to the years 1827 and 1831, and speaks volumes for the good people of Queens County. The cause of temperance is increasing and taking a lasting hold upon many minds, many of whom cease not to thank God for its benign influence.

A spacious Temperance Hall, built by James Gorham Esq., is to be found among the public buildings of the town.

CHAPTER XXV.

Indians.—Cape Sable Indians.—“The Pigtow’s.”—Incidents at Port Joli.—Indian names.—Their burial places—Reserves—Present number.

The Indians of Nova Scotia were called Mic-Macs and belonged to that section of the North American Indians known as Algonquins. They early embraced the Roman Catholic religion and on almost all occasions were friendly to the French, but were taught by this nation to consider the English as enemies to their race and adopted religion. By many the British Government have been blamed for their treatment of the Indians of Nova Scotia during the troubles between themselves and the French. But when we consider the defenceless character of the few scattered settlements of the English in this country, of the bloodthirsty cruelty with which the people were tortured when they fell into the hands of these savage warriors, and of the stealth with which these dusky men of the forest crept upon the lonely settler during the midnight hours, scalping him and his family, and leaving the blackened corpses among the smoking embers of his home to greet the morning sun,

is it any wonder that the Indians were hunted like wild beasts and rewards set upon their scalps.

We have no account of the number of Indians in Queens County in early years. The Cape Sable Indians are often spoken of and seem to have been a numerous tribe, and may have included the Indians of this province westward of Lahave. About 1750 an American fishing schooner was cast away at Port Joli and the crew were taken prisoners by the Indians. The "Pigtow" family of Indians were numerous at that place at that time. The prisoners were tortured in a most cruel manner. A large rock known as "Durham Rock" which lies on the western side of the entrance into St. Catherine's River was heated by a large fire being built upon it. Upon this these unfortunate men were forced, there either to roast or to jump into the sea and perish which they did.

In 1754 a similar occurrence took place. While an American fishing craft was lying in Port Joli, at anchor, the crew being below taking their rest, it being about midnight, one of them awakening from his sleep heard a noise under the stern of the vessel. He went on deck and found a canoe full of Indians under the stern trying to destroy the rudder so as to render the vessel unmanageable. They destroyed the canoe by dropping stones into her, and all the Indians were drowned except a squaw named Molly Pigtow, who was rescued and carried to the States. Her family had previously been engaged or implicated in the affair at St. Catherine's River some few years before.

We have not retained many of the names given by the Indian to places in this county. It seems fully sustained that an extraordinary degree of order, method and regularity prevails in the language of the red man, and

is very expressive and full of meaning. Ninmocah (a branch of Liverpool river) means a lake with a river running through the middle and whole length of it, or rather a river widening for a long distance. The Indian name of Port Medway is Alacah, meaning a river with many branches or streams, and the branch now known as Pleasant River, Shubenacadie. One of the western branches of the Liverpool river retains the name of Ninmocah, the south-western Cadoscah, the northern branch Cegemecega or Fairy. M. Mene, a French priest who had learned the Mic-Mac language, spoke of it as "full of excellence and beauty."

The following beautiful lines on Indian names will not be out of place.

"The memory of the Red Man!
How can it pass away
While their names of music linger
On each mount, and stream, and bay;
While Musquodobit's waters
Roll sparkling to the main,
While falls the laughing sunbeam
On Chegogin's fields of grain;
While floats our country's banner
On Chebucto's glorious wave,
And the frowning cliffs of Scatarie
The trembling surges brave;
While breezy Aspotogan
Lifts high its summit blue,
And sparkles on its winding way
The gentle Sissibou;
While Escasoni's fountains
Pour down their crystal tide;
While Inganish's mountains
Lift high their forms of pride;
Or while on Mabou's river
The boatman plies his oar,
Or the billows burst in thunder
On Chickaben's rock girt shore.

The memory of the Red Man !
It lingers like a spell
On many a storm-swept headland,
In many a leafy dell ;
Where Tusket's thousand islets
Like emeralds stud the deep,
Where Blomidon, a sentry bold,
His endless watch doth keep.

It dwells round Catalone's blue lake
Mid leafy forests hid ;
Round fair Discouse, and the rushing tides
Of the turbid Pisiquick.
And it lends, Chebogue, a touching grace
To that softly flowing river,
As we sadly think of a gentle race
That has passed away forever.

The Indians had several places of burial in the county ; one at Greenfield, on the Port Medway river, and another at the foot of the first lake on the Liverpool river. Most of their dead were interred in these places previous to 1829. At that time a Roman Catholic priest having begun to reside in the county, they buried many of their dead in the chapel yards of Liverpool and Caledonia. Graves are however to be found at Cadoskah, between the third and fourth lakes, and at Pesquewess, near Loon lake, and on the north side of Cegemecega, near the Fairy Rocks, within Queens County. There are other places which I had neither time nor convenience to determine, but which have no doubt been used for that purpose as convenience or circumstances would allow, particularly if the death had been caused by a contagious disease, of which they are much afraid.

A custom among them which I have observed for the last forty years, is that of removing the patient out of the camp, when all hopes of his recovery are over, into a shelter made for the purpose, which they invariably

consume by fire after the interment of the body. In the case of small-pox they desert the patient and the camp at once. I have seen no inscription on or about their graves, but from "Desbrisay's History of Lunenburg" I learn of a stone erected to the memory of Joseph Penall, with whom I was well acquainted, in the R. C. graveyard at Chester, with the following inscription.

In memory of Joseph Penall, Indian.
By William Chearnly, A.D. 1859.

Gone to death's call is Indian Joe!
Moose dear, rejoice,
Here buried rests your deadliest foe.

In 1822, when the first settlers at Caledonia were clearing their land preparatory to farming, (on the 10th of March) Joseph Gload, chief of the Mic-Macs, came to the camp of Patrick Lacy and Thomas Jones, and having got his breakfast returned to the forest. By three o'clock the next day he had killed fifteen moose, though he had at no time wandered farther than thirteen miles from the camp.

In 1836 a powwow was held at Caledonia at which one hundred and thirteen Indians attended. They kept it up the whole week, feasting in plenty, but on the Sunday following many of them had to beg for a morsel to eat. This shows their extravagance—and it is the same with them all, without exception.

The Provincial Government began to take an interest in the Indians about 1840, and made some reserves of land intended for their benefit. As the Indian prefers a wandering life these have been but little use to him, and his lands have been robbed of the timber by the white settlers. There is one reserve at Brookfield of

one thousand four hundred acres ; at Grafton, within this county, about five hundred acres ; at Ponhook, on the Port Medway, a small lot with their ancient burying ground ; and at Liverpool Ponhook four hundred acres with a burying ground,—in all about two thousand four hundred acres.

* “The wigwams of the Indians scattered by our streams and lakes, speak so eloquently of past times, and add so much of interest to the land in which we live, that we would fain have more done to place their occupants above want and make their lives happy.”

Peter Gloade, an Indian who lives on the Queens County side of the line between that and Annapolis, James Charles, who resides on the Annapolis side, with Lewis Luxie and family, and some of Gloade's family, at Greenfield, are the only Indians now engaged in agricultural pursuits, and they on a very limited scale. James Charles has a horse and six head of horned cattle ; Gloade and Luxie a cow each. The census of 1861 states that there were eighty-four Mic-Macs in Queens County,—about an average of all the other counties, there being one thousand four hundred and seven in the whole province.

CHAPTER XXVI.

Colored people.—Their principal settlement.—Names of some of the first who removed to the County.—Further arrivals.—Attempt to remove them to Sierra Leone.

The colored people in the county are quite numerous, and number some hundreds. Their principal settlement is near Liverpool on the Moose Harbour road. They first removed to this township with their masters about

* Desbrisay.

1760, more in the character of domestic servants than slaves. One of them, Barbara Cuffy, held a share in the township. There were also the two Toney's, Sip and Jeff, and Boston, all of whom have now descendants in the county. There was another named Violet who belonged to Colonel William Freeman. She was a good domestic servant and much thought of during her lifetime, and is buried in the public cemetery at Liverpool. She was said to have been an African princess, but when quite young, while plucking the violets in the field one day with her attendants, was kidnapped and sold into slavery. A large number of these people removed to Liverpool from Shelburne a short time after the first settlement of that town. We have no record of the sale of slaves in Liverpool, but they were held by different parties by whom they were treated kindly. The last mention made of the sale of a slave in Nova Scotia was about 1800 when the following notice appeared in a Halifax paper.

"For sale for a term of years, as may be agreed on, a likely, stout, negro girl aged 18 years, good natured, fond of children, and accustomed to both town and country work ; for particulars apply at the old parsonage, Dutchtown, Halifax."

23rd June, 1800.

No doubt but what at this time the exertions of Clarkson and Wilberforce to suppress the slave trade began to have its effects in Nova Scotia, and led the people to exert their influence to stop such inhuman traffic.

At the conclusion of the war of 1815 a large number of Blacks were permitted to take refuge on board of the British squadron then blockading the Chesapeake, and were afterwards landed at Halifax. A number of these found their way to Liverpool ; among them were Absa-

lom and Carter Croxon and James Goosley, who settled and became respectable citizens. Many of their descendants are now living and compare favourably with many of their white contemporaries. Jeremiah Johnston, another, is still living, now about 101 years of age, and can still perform considerable labour. He well remembers the death of Washington, and can relate many incidents in connection with the history of the United States at that period and many years earlier. He was a trustworthy slave and for sometime before his escape held the position of overseer. William Turner, who is now (1873) 113 years of age, was a native of Dominique, West Indies, and removed to Liverpool about 1800. He lives at Bristol and is now very infirm.

About 1826 the Rev. Mr. Baker, who was bound from Boston to England on his way to Sierra Leone, was taken off a wreck by Capt. Thomas Freeman and brought into Liverpool. He remained there sometime and married a daughter of Samuel Mack, Esq., of Mills Village. He proposed and nearly matured a scheme for the removal of the coloured people of this county to Sierra Leone, but for some reason it was not carried out. It would have been well for some of them if such had been the case, for the climate of that portion of Africa would be far more suitable to the habits and peculiarities of their race than the cold climate of their adopted home; and they would not have been the losers in a moral point of view, for they would there have had the advantages of educational and christianizing institutions as good as those that surround them in Nova Scotia. There are some of them among us who are intelligent and industrious citizens and would, if allowed, fill some public offices with credit to themselves and the community.

CHAPTER XXVII.

BIOGRAPHICAL SKETCHES.

Sylvanus Cobb was a captain in 1745 in Colonel Gorham's regiment, raised in New England, in the expedition which besieged and captured Louisbourg, being the first siege; and was also present at the last siege of Louisbourg in 1758.

General Pepperall commanded the New England troops at the first siege, and General Wolfe participated in the last.

In a letter written by president Mascarene in French to the French commandant at Chinecto, dated 10th April, 1747, he introduces Captain Cobb, whom he entrusts with French prisoners, and who is desirous to obtain the release of some English officers who had served under him.

9th September, 1748. Mascarene in writing to Colonel Gorham speaks of Cobb, but he then seems to have become master of a vessel.

13th January, 1750. Governor Cornwallis issued a commission to Captain Sylvanus Cobb.

"Having certain information that one De Loutre, a French priest at Chinecto, is the author and adviser of all the disturbances the Indians have made in this province, and which he as their chief excites, directs and instructs them, and provides them from Canada with arms, ammunition, and everything necessary for their purpose."

He orders Cobb to apprehend De Loutre, and bring him prisoner to Halifax or other English fort; also, as the inhabitants of Chinecto have, at his instigation, assisted the Indians, Cobb is to seize as many of them as

he can, or if they abscond to take their wives and children as hostages. He is also to search the house of the priest and those of the others for arms, ammunition, &c.

The instructions to Cobb, of same date, directs him as commanding the sloop "York" to go to Boston and deliver Cornwallis' letter to Lieutenant Governor Phips, and with his countenance and assistance to arm, man and victual the sloop and proceed to Chinecto, &c. Every Indian scalp to be rewarded with £10 sterling, to be divided as prize money. If he takes De Loutre he is to receive £50 himself, and the sloop's crew £50.

By the agreement entered into January 13th 1750, Governor Cornwallis took the sloop York, Sylvanus Cobb master, into H. M. service at the hire of £22 10s. per month, and agreed to insure her at £350. stg. value. He was to go to Boston, and take forty or fifty men in there, and to get £50 for De Loutre.

13th Jan'y 1750.—Orders to Cobb.—He is to augment his crew at Boston, but not over one hundred men in all, and to provide a whale-boat, or whale-boats to search the harbors and creeks of this province for Indians.

Extract from a letter from Governor Cornwallis to the Duke of Bedford, dated Halifax, March 19, 1749. Having stated that he would not weaken the garrison by detachment, but thought of sending a vessel to Chinecto in winter, when he hoped to take De Loutre by surprise, and to capture him and some hostages, viz: the wives and children of the Indians and the French deputies, he proceeds :

"I found one Cobb, a settler, who is thoroughly acquainted with every harbor and creek in the Bay, and knows every house in Chinecto,—a man very fit for such an enterprize. I took his sloop into the service and sent him to Boston with letters to M. Phips, desiring him to

assist Cobb to arm and man his sloop with all possible despatch. This I chose, because it could be done there without suspicion.

"By the first vessel from Boston, after Cobb's arrival, I heard that the council had been assembled, Apthorp and Hancock called before them, and the whole affair known all over Boston. My first letters from M. Phips caused the most extraordinary advertisement ever published.

"The affair being managed in this manner, and known here and in New England, must of course reach both the French and Indians; so I judged it prudent to order Cobb not to proceed." He encloses the letters and advertisement.

The advertisement is dated 30th January, is signed by Cobb, and refers to raising one hundred men for the York, for Nova Scotia, against the enemy, prize money, &c.

Letter from Sylvanus Cobb to governor Cornwallis:

"On board the sloop 'York'

August 7th, 1750.

SIR,—

I here make bold to acquaint you of my proceedings on a cruise to river St. John, pursuant to my last orders received from Capt. Thomas Dove of H. M. ship 'Hound,' dated the 19th July, at sea, off Annapolis Royal, requiring me to proceed to Pisiquid, there unload and from thence join him at St. John. I therefore, after unloading at Pisiquid, sailed and arrived at St. John River the 31st July, and saw a brigantine lying near the shore at the head of the harbor, which fired a gun on sight of my vessel. I then fired another to leeward, and came to anchor under Partridge island, in the harbor. The brigantine's boat landed several people on a long point on the larboard side of the harbor. I sent my mate with men armed in the whale-boat, in case of any resistance, and as soon as the boat was within musket shot of the shore, both French and Indians fired on them

without hailing the boat, who returned the fire and came on board. I not finding Capt. Dove where I was to join him, about five of the clock in the afternoon, seeing a great number of people, weighed anchor and stood up the river, where I discovered a small fortification by a little hill, where they were assembled and had their colors hoisted. I then fell down again and anchored about ten of the clock.

"Next day they came down on a point near us, with a flag of truce which I met on shore. Monsieur Boiserbert, who called himself commandant, sternly asked me what business the English had in that harbor, and that he was sent to that place to keep it, and would do so until the boundaries were settled. I told him if he maintained the land, I would the sea. I then, after his assurance of my returning safe on board at any time I should come on shore, returned on board. The time being expired that I was to stay for Capt. Dove, and they firing small arms and swivels as a bravado, I thought best to endeavor to make some more discoveries before I returned. I therefore weighed anchor and went into the river where the brigantine lay, which was on a ledge of rocks. They hailed me from the shore, and told me that I might come on shore with safety according to promise; I refused and desired them to come on board, also the master of the brigantine, which they both refused. About three hours after, four Indians came down to us with a flag of truce from the camp on the point. I met them; they told me the commandant wanted to speak with me, and that I should not be hurt but return in safety. I told them if the French came themselves with a flag of truce I would go with them; which they did, and the Indians also. I went to the commandant who received me in an angry manner, asking me what business I had so far up the river. I told him it was according to agreement yesterday.

"The old Indians seemed very peaceable and kind, but the young ones as outrageous as if the devil was in them, and as I since found out were encouraged by the

French. They led me up to the camp, some with drawn knives, and immediately hurried off my boat with the crew, except one man. One Indian went on board with them that called himself Captain Jo, belonging to Penobscot in New England. Being civilly treated by my mate on board, when he came on shore insisted much upon my going on board, but the commandant refused, and said I should not go until the brigantine had sailed three days from thence, and obliged me to send for my commission and orders on shore, which I did for an old commission I had for the reinforcement of Annapolis Royal, and for Capt. Rous's old order, which pleased him much. They detained me twenty-four hours, and that night, the Indians being all drunk, I could get no rest. The next morning I desired the officers to go on board and drink a bowl of punch with my lieutenant. They wanted me to give from under my hand that the brigantine should not be stopped or taken up, go where she would, but I refused. They then obliged me to send orders to the mate to bring the sloop under the brigantine's stern, which I did, and his lieutenant and canoe, with two French soldiers, went on board to see my orders executed. My people being enraged at my being detained, refused to let the French officers go until they saw me on board, and sent their boat with three of their hands to tell the commandant their resolutions. At the hearing of this, the Indians painted themselves in the most frightful manner, and seemed so outrageous that I expected nothing but death. The commandant had sent for all the inhabitants near, by a short letter, which he told me was to go to Canada, and in about two hours fifty or sixty French came in, all armed. I asked the reason. The commandant told me they came for salt, but I soon found to the contrary by a Frenchman that formerly lived with Capt. How, (his name I promised not to mention) who told me the commandant had sent positive orders for all the French Indians to come immediately, and that there would be a vast number there very soon, and advised me by all

means to get off if possible. He further told me they expected, daily, several vessels from Canada, with arms, ammunition, provisions, &c., for the Indians. He had more to say, but had no opportunity. The commandant then gave me liberty to go on board, leaving my commission as a security that I should send his officers on shore. When I got into the boat the Indians stood on shore with their firelocks cocked, but the commandant seemed to try to quell them by shewing my commission. I got safe on board and sent the officers on shore, and sent for my commission, which he would not send. I then came to sail close to the shore in order to get my commission, but he still refused to send it. Then I sent twelve men on board the brigantine, but could not bring her away, it being calm and foggy, with a strong current set on shore, and she having no conveniency to shelter my people I ordered them to return on board, and bring five Frenchmen and an Irish sailor belonging to the brigantine, and then offered to return them all for my commission. He replied he had got three hundred Indians ready to board me, which would cut us to pieces, if I did not send the sailors immediately on shore; which I refused until I had my commission in exchange.

"I then weighed anchor and sailed out of the harbor, they firing several volleys of small arms at us. The commandant said he would send my commission in the morning, which I waited for, but he did not. I then came to sail and brought the brigantine's sailors with me to Pisiquid; and upon examining the Irish sailor, he gave me the enclosed account.

I am, &c..

SIL'S COBB."

It appears by Capt. Dove's letter to Capt. Rous of 15th August, 1750, that he was prevented from getting to St. John until the 7th, after Cobb had left, owing to fogs, calms, &c., he also failed to get away the brigantine, and four of his men fell into the hands of the Indians.

12th April, 1754. Capt. Cobb, of the sloop "York,"

was ordered to sail for Chinecto, with letters, calling at Mines for a French deserter.

30th April 1754. Mr. Hinshelwood of the Secretary's office, writes to Capt. Cobb desiring him to call at St. Martin's, one of the ——— islands, and at Ponbow Coup, on his way to Halifax to bring the master, mate, and goods saved from the wreck of a schooner.

May 1754. The crew of the "York," sloop, was thirteen men.

15th May, 1754. The "York" ordered to Lawrence-town along with three other vessels to carry stores and settlers.

1st August 1754. Capt. Cobb is ordered to take the sloop "York" to Mines, to assist in dismantling the fort.

9th October, 1754. An order to Capt. Cobb to seize vessels in the Bay of Fundy having corn on board shipped in this province without a permit.

9th Nov. 1754. The "York," Capt. Cobb, ordered with stores to Lunenburg, Annapolis Royal, Fort Edward, Pisiquid and fort Lawrence Chignecto. He has a warrant to seize vessels illegally carrying.—He is to take Capt. Sutherland and luggage to Lunenburg; and is to be stationed for the winter at Chignecto.

Capt. Harvey to Governor Lawrence:

"Fort Lawrence, 21st Feb. 1755.

Capt. Cobb hath applied to me for leave to enclose a piece of land to sow wheat, barley, &c. I have granted him that liberty, but he would be much obliged, Sir, could he obtain from you some sort of confirmation of it. I have taken the liberty to mention it, if you would be pleased to grant him that favor."

16th June, 1752. Capt. Cobb, of the sloop "York,"

was ordered to take on board Captain Scott, and sail in search of H. M. sloop "Hound," and the "Ulysses," who had gone towards the island of Canso, put Capt. Scott on board the "Ulysses" and return immediately, or take him on to Louisbourg, if he require it.

12th July, 1752. Capt. Sylvanus Cobb, sloop "York," is ordered to proceed with the troops and stores on board to Annapolis Royal, thence to Chignecto to land troops and stores, and take on board such other troops and stores as the commanding officer shall direct, and convey them to Minas Basin, there to await further orders.

August 28th, 1755. Major Fry with several officers and two hundred men embarked on board the sloop "York," Capt. Cobb, and the schooner "Warren," Capt. Adams, and same evening arrived at Chipoudie Peticoudiac, &c. They burnt two hundred and fifty-three houses and barns and a Mass house, with all the hay, grain, &c.; at Chipoudie and Peticoudiac they also carried off some of the inhabitants as prisoners. Several were killed on each side.

1756. Capt. Cobb is mentioned as being with his vessel at Chignecto, in May.

Nov. 17th, 1756. Destination, or appointment of the government vessel for the winter 1756 :

"Sloop "York," Capt. Cobb, is to remain at Chignecto under orders of Lt.-Col. Wilmot, or the commanding officer for the time being."

18th Nov. 1757. The Governor's orders and instructions to Lieut. James Bean, of Capt. Gorham's company of "Rangers," to embark in Capt. Cobb's sloop and go to Boston with the recruiting party, &c.

5th Feb'y 1759. Sylvanus Cobb, commanding the

province sloop "York," is ordered to fit her immediately for sea, and prepare her in the best manner for the reception of the Honourable, Brigadier-General Monckton, his servant and baggage, to take them to Boston, and bring back lumber, &c.

2nd June, 1759. Cobb is ordered to Lunenburg in the sloop "York."

1st July, 1759. Cobb is ordered to Cape Sable, Annapolis, Boston and New London in the "York," with passengers. The settlers he landed at Cape Sable were fired on by the French and Indians.

1st March, 1755. Capt. Cobb ordered to come to Halifax.

12th January, 1761. Sylvanus Cobb was named with three others to examine sloop "Falmouth," offered for sale to Government.

Capt. Cobb is stated to have died at the siege of Havana, in 1762. That siege terminated by the surrender of the city 14th August, 1762.

Capt. S. Cobb appears to have wintered at Chignecto, (in the present county of Cumberland, Nova Scotia) where he had a house and cultivated some ground. He is said to have afterwards settled at Liverpool, in Queens County, Nova Scotia, and built a house there which is still standing. He had one child, a daughter, who was married to Colonel William Freeman of Liverpool.

His brother, Jabez Cobb, also settled at Liverpool, and had a large family; he died about A.D. 1800.

From Thacker's history of the town of Plymouth, Boston, 1835. 175th page:

"1745. This year a full company of soldiers, of which Sylvanus Cobb was Captain, was raised in Plymouth for the expedition against Louisbourg; and it was remarked

that they were the first for that service who appeared at Boston, whence they embarked and served with credit on that memorable occasion."

Capt. Cobb continued in public service in Nova Scotia, and in 1758 was selected by General Moncton to conduct General Wolfe to a reconoitre of Louisbourg previous to its capture. As they sailed into the harbor no one was allowed to stand on deck but Cobb at the helm and Wolfe in the foresheet making observations, while the shot was flying thick around. General Wolfe observed that they approached as near as he wished for his purpose, but Cobb made yet another tack, and as they hove about, Wolfe exclaimed with approbation: "Well done, Cobb! I shall never doubt but you will carry me near enough."

Capt. Cobb returned to Plymouth, and afterwards removed to Nova Scotia, and was employed on the expedition to Havana, in 1762,

August 17, 1752. Governor Hopson states to Lieut. Col. Moncton,—“The “York” and “New Casco,” after landing the troops at Minas, are to go to Annapolis for posts and pickets for fort Lawrence. The “York” is to remain under your command the winter.

Governor Hopson, writing to the Lords of trade, Halifax, 16th Oct., 1752,—Speaking of the vessels employed by the province, says: “There is one at Chignecto, various in her employ.”

28th May, 1753. Sixteen transports were employed to take troops and settlers from Halifax to Lunenburg, among which is the sloop “York,” Sylvanus Cobb.

12th June, 1753. Eleven vessels were ordered to place themselves under command of the captain of H. M. S. “Tonington;” the “York,” Sylvanus Cobb, was one of them.

17th July, 1753. The sloop "York" was ordered to Chignecto.

2nd Nov. 1753. Capt. Cobb, sloop "York," is ordered to go to Annapolis, Minas, Pisiquid and Chignecto, and deliver stores at these places. He is also to receive at Annapolis, gate posts for Chignecto, and is to place himself under Capt. Scott's command at Chignecto.

Sylvanus Cobb died from sickness at the siege of Havana, and is said to have expressed regret that he had not met a soldier's death in battle.

He had an allotment of a large piece of land in the north suburbs of Halifax, N. S.

I am indebted to B. Smith Murdoch, Esq., for the above particulars relating to Capt. Cobb, he having obtained them, principally, from the public records of Nova Scotia.

THE FREEMAN FAMILY IN QUEENS COUNTY.—Thomas Freeman was born in Eastham, Oct. 12th 1667. S. of Dea. Thomas b. 1653. S. of Maj. John and g. s. of Edmund of Sandwich, m. first, Bathsaba Mayo, d. Nathaniel, and second to Mary Smith Oct. 1707. He died May 22d, 1716. Issue—Thomas, Sept. 17th, 1708; James, Oct. 9th, 1710; Bathsaba, March 22d, 1713; Samuel, b. August 8th, 1715, m. first, Margaret, second Mary, and had issue, Samuel, April 9th, 1736, who m. Mary Snow, 1756; Bathsaba 1758, Hezekiah, Sept. 3rd, 1740, whose wid. Martha, d. in Norwich, August 11th, 1831, aged ninety years; Smith. b. June 1743, Joseph, 1745; Josiah, 1754; he died at Liverpool 1840—was a very worthy character—his obsequies was performed by Rev. R. Knight, the text was "an old disciple"—

(very appropriate.) Seth b. 1356 by second m.; Doane Augt. 1757, after which the father with all the family except the eldest son came to Liverpool, N. S. Margaret b. 1761, Sarah b. 1763, Lydia, 1764, James 1767, Samuel b. 1736, m. Mary Snow 1756, and resides in Harwich. Issue—Joseph 1759, Mercy 1762, Thankful 1763, and then removed to Penobscot. Hezekiah b. 1740, d. 1816,—was sometime at Liverpool, afterward at Norwich. We may not note the numerous descendants of the above further than to state, that from Joseph, b. 1745, who m. Rebecca Nickerson, d. of Jeremiah and Rebecca, and was Deputy Provost Marshal, and afterward Sheriff of Queens County, was Col. Joseph, b. 1765, who was first a mariner, then a merchant, and represented the township of Liverpool and Queens County in Provincial Parliament twenty-five years, and was father of Snow P. Freeman, b. 1805, Barrister, Judge of Probate and U. S. consular agent many years, and many years member of Parliament for Queens County. He died at Liverpool. From him came Joseph, now residing at Liverpool, and several daughters, one in Montreal. Capt. Samuel, second s. of Joseph, b. in 1745, m. — Jones, daughter of Capt. James Jones, d. at Liverpool—left several sons, one yet living. Thomas, his eldest son, m. Mary Knowles, d. of James Knowles, by whom he had several sons. Some in the U. S., one, David, now residing at Wilmot, N. S. Thomas, third s. of Joseph, b. 1745, was first captain then merchant. 1799, was confined in a Spanish prison; weary months of imprisonment passed, when from a visitor he recognized the *Master Mason* sign of distress—who secured his escape. He was also a prisoner on board the "Constitution" when she captured the "Guireire." He had

one daughter, Sarah, m. to John Campbell, Esq., 1824, From Josiah, born Feb. 23rd, by his first wife, William, who came on a visit to his friends at Liverpool, 1820, soon after returned to the U. S. His friends never knew what became of him. He was master of a vessel and merchant, and was much respected. Another son, John, by second wife — Cobb, (sister of Sylvanus) who d. at Brooklyn early in the present century. Joseph 1745, Seth 1756, left two sons, Seth and Benjamin. They were both lost at sea; one of them in the "Rolla," privateer, 1815. Another Liverpool family descended from Sir Ralph Freeman. John Beauchamp of the Merchant Adventurers, and a valuable friend of the Massachusetts Colony, was in constant communication from London with Edmund Freeman, b. 1590, who came out 1635. (I am of opinion he was of this family). By corroborating circumstances, it appears that Edmund Freeman and his son-in-law acted as the agent of Beauchamp ("Chalmers Political Annals" speaking of the Mass. colony, says: "His Majesty's pleasure was signified by Sir Ralph Freeman upon direction of the Lord Keeper of the great seal; and he asks, "have you any further view of the Freemans.) It was familiar among the courtiers in Queen Ann's time. And (I have now access to the armorial records of this Family) (From Burke's Landed Gentry) of this family William Freeman b. 1715, s. of William and Mary of Eastham. He m. Hannah Atwood 1736, and died 1741, and like his father, William, had two children whose names were William and Lydia. This last, Lydia, m. Benjamin Haskill, of Falmouth, Maine. William, b. March 1740, came to Liverpool; m. Mary Cobb Nov. 21st 1763, d. 1816. He was a highly respectable merchant, a

magistrate and member of the Provincial Parliament. The descendants from his family: 1st, John was lost by the foundering of the privateer "Rolla," 1815. He m. Lydia Tupper, who d. at Liverpool 1871, aged ninety years. He had a son John who was lost at sea 1825; another, Tupper Freeman, who was lost at the entrance of Port Medway harbor; another, James S., resides at Milton, Queens, and has a large family; and two daughters, Lydia m. captain James Taylor, descendants now living in Massachusetts; Hannah m. Samuel Mack, descendants now living at Port Medway; William, who died at Milton, Queens, and left a large family; James S., now living at Kempt, Queens; William, who d. at Milton, had several sons; Zenas, who d. at Maitland, Annapolis county, N. S., left several sons and daughters. His wife, Elizabeth, and sons Robert and Lodowick are now living at Maitland. Third.—James, William's son, d. at St. Christophers, W. I., 1811,—m. — Collins. One son, James, yet resides at Digby, N. S.,—has a large family there. His other two sons were lost at sea. Fourth—Robert d. at St. Lucie, 1821. He first m. Catherine Fraser, sister of Simon Fraser: issue, two sons and three daughters. Many of the descendants are in N. S. and elsewhere. Second—Gertrude Heckman, by whom he had two daughters and one son—Joshua N. Freeman, Esq., who is at this present time High Sheriff of Queens. Still another family of the Liverpool Branch, is from Elisha Freeman, b. 1701, probably son of Samuel, of Eastham, and came to N. S. 1760. He removed first to Rochester, Mass., with his wife Lydia, 1726. Issue: sons—Simeon, Barnabas, Nathaniel, Elisha, Zeoth, and Lothrop who m. Sarah Cobb, d. of Jabez Cobb, (she d. at Liverpool, 1812), and daughters

Lydia, Patience, Hope. The eldest s., Simeon, 1757, the second 1759, third, Elisha, had Elkanah, b. 1763, from whom was Elkanah, who died at Boston, and John H. Freeman, Esq., now Collector at Liverpool, b. 1801. This branch is also numerous. John has sons and daughters; some live in the U. S. and some in the Dominion of Canada. From Simeon, b. 1757, William, Son of colonel William died at Milton, 1816. He had a large family: James, now living in Kempt, aged eighty years; William d. 1845. left four sons; Edward, living in the U. S.; Zenas d. at Maitland, 1866; Pelic Freeman, whose first wife was Hannah Dean,—his second wife was Mary Kempton. Bartlet also lived at Pleasant River. His son, Bradford, died in the U. S.; left one son, Edward Theophilus, residing now at Marble Head, (1873); James, now living in Kempt, Queens Co; Simeon, also residing at Kempt. Elisha Freeman, Esq. d. at Pleasant River, leaving four sons: Jabesh, living at Liverpool, John T. Freeman and Reuben, both at Milton, Simeon, who died at Pleasant River, left a large family. James S. Freeman, Esq., who died in Boston 1850, William, now living at Cambridgeport, U. S., John McClearn Freeman, now living in the U. S., and Bartlett at Cambridgeport, Pelic Freeman, son of Pelic, had several daughters. Deane Freeman has a large family—one in Fautic U. S., (Perez). Zoeth Freeman, Esq., who lived in Harmony, Queens N. S., (died there 1848), left a large family. His sons, David and Maynard, are both baptist ministers; Augustus now lives at Bridgewater, and two daughters are living in Kings, N. S.; one m. Shaw, the other Roach; another m. L. Morine, Port Medway. Enoch, senr., at Milton, was Major John's son. Had three sons, John and Nathan

lived at Milton, N. S. (were twin brothers) and Nathaniel Freeman, Esq., now living at Greenfield, N. S.

Deacon Simeon Freeman was the first male child born in the township of Liverpool. He resided at Milton, or the falls, where he was largely engaged in the trade of the county, especially lumbering. He also followed the sea, and early in this century he commanded a fine brig belonging to Thomas Akins, Esq., the father of Thomas B. Akins, Esq., the record commissioner for the Province. Mr. Freeman was a deacon of the congregational church at Milton, and was a man highly esteemed and respected by all. He died June 13, 1847, and left a large family many of whom are still living at Milton and elsewhere in the county.

Colonel Joseph Freeman was the son of Joseph Freeman who removed from Harwich, New England, with the first settlers. He was born in the year 1765. Was first a mariner and afterwards a merchant; and was an industrious, temperate and frugal man, and well qualified to command both on sea and land.

In the wars with the French Republic, and under the First Empire, as well as the war with Spain and the American War of 1812, he was in command of different armed vessels. In 1799 he was captain of a fine ship, the "Charles Mary Wentworth," when the late Hon Enos Collins was his first lieutenant. In the spring of 1805 he commanded the armed ship "Duke of Kent," in 1814 the brig of war "Sir John Sherbrooke," formerly known as the "Rattlesnake"—when under American colours. While in charge of vessels at sea he was very strict, and adopted the same rules as on board of a British man of war, the articles of war being read every Sunday morning, and other regulations strictly attended

to. His mercantile establishment was conducted on an extensive scale, he being principally engaged in the fisheries and West India trade. He represented the township of Liverpool and County of Queens for twenty-five years in the Provincial Parliament. He died on the 5th of May, 1839, aged seventy-one. One of his sons was the late Snow P. Freeman, Esq., barrister at Law, judge of Probate, United States consular agent for many years, and also a member of the house of assembly.

THE TUPPER FAMILY.—Members of this family came with the first settlers in 1759, '60 and '61, and in 1764 became proprietors in the township of Liverpool. Nathan Tupper was early our representative, and different members of the family have held offices of responsibility and trust in the County. Nathan Tupper, Esq., the father of the Hon. Freeman Tupper, was high sheriff of the county for many years. He was also a colonel of the Militia. He was likewise engaged in lumbering and mercantile pursuits. His son, the Hon. Freeman Tupper was appointed a member of the Legislative Council in 1858, and Custos Rotulorum of the county about the same time, both of which positions he still fills.

JOHN DOGGETT, Esq., came with the first settlers from New England, in 1759, and had it not been for his exertions in persuading the settlers to remain the whole number would have returned. As it was many of the young men returned. Those whom he persuaded to remain he kept at his own house during the first winter and provided for them as best he could, at a considerable

outlay, for which the Government, in acknowledgement of his patriotic sacrifices, partially reimbursed him. He was one of the first appointed to office in Liverpool Township: first, as truckmaster, to have the management of the trade with the Indians, and in 1764 he was appointed justice of the Inferior Court of Common Pleas for Queens County, justice of the peace and a militia officer.

His dwelling house was situated on Doggett's Point, in front of the old town plot. He was considered a very trustworthy and respectable man. Some of his descendants are yet living at White Point, on the southern shore of this county, and in the United States.

He had no doubt been frequently on this coast previous to his becoming a settler at Liverpool. Samuel Doggett, his brother, came at the same time. He also was much respected. Many of his descendants are now residing at Milton and elsewhere in this county.

DARROW FAMILY.—Jonathan Darrow was a grantee in the township of Horton, Kings County, N. S. He was from Connecticut. His son, Echabod, married the daughter of John Lewin, one of the proprietors in the Liverpool township grant of 1764; they resided at Brooklyn, and built the first saw mill there. Edmund Darrow, from Connecticut, was drowned entering the harbor of Liverpool, 1788; Edmund Darrow, his nephew, died at Blueberry, in Queens County, July 1855, aged seventy-five years. In 1870 his son William was drowned at Blueberry just abreast of their dwelling; the circumstances were very distressing. They had merely anchored the vessel for the night in that exposed roadstead, and went on shore. The wind sprung up from

the south-east—Darrow went off to the vessel in company with another young man, to see and secure her; the wind increased to a gale, the cables were parted, and the schooner struck the rocks in sight of the friends on shore, but no help that they could give was of any avail—both young men were drowned. Edmund, William, John and Robert were the four sons of Echabod. There were also three daughters, two of whom are now living at Liverpool, viz: Mrs. Amelia Philips, Mrs. Sophia McLearn—both widows. William, next younger than Edmund, after the war of 1812, was lost while on a voyage to the West Indies in the brig, "Wolverine," which was formerly the "Tom" that captured the Liverpool packet "Black Jack." John Lewin Darrow, the third son, died at Liverpool 186—. Robert died at sea, 1830. In 1814 John and Robert purchased a schooner—a prize—and proceeded to the West Indies, John master, Robert mate; on their return, laden with produce, she was taken by an American privateer, "The Tom," and Robert, as was the custom, was put on board of the prize to facilitate the condemnation of her which was required by the law of nations; it could be done otherwise, but this was the shortest and easiest way. When they, John and Robert, parted, the understanding between them was, that he was to endeavour to retake the schooner. Accordingly, to carry out their plans, he entreated the captain of the privateer to let a boy go with them (as he was lame, one of his hands being hurt), by the name of Thomas Knight, (a relative or particular friend of Capt. Thomas Rees's father, who now resides at Liverpool) whom the captain, after considerable persuasion, allowed to accompany them, and who with four Americans were to compose the crew. Capt. John

Darrow was retained on board of the privateer, which the following night was fallen in with by a letter of marque ship, as she final'y proved to be, who gave chase to the privateer which after some running fight made her escape, and on her arrival reported she had been chased and crippled by a British frigate. After her arrival in the United States captain John Darrow was very soon exchanged, as a cartel was just about leaving for Halifax, where she arrived after a very short passage, when he met his brother Robert who had recaptured the schooner and got her safe into port without bloodshed, for which the insurance company gave him \$400. After Robert left the privateer he was intrusted with navigating the schooner into the United States, as the crew were not seamen but merely men picked up for the cruise. In the first place he got the vessel as far to the eastward as he could without causing suspicion, and when within about a day's sail from Yarmouth he managed to have three of the men in the cabin with him (and one at the helm) where they indulged rather freely with liquor, and when they were drunk he got the boy, Knight, with himself on deck (being armed he told the man at the helm what would be his doom if he resisted) and proceeded to spike down the companion, leaving a space sufficiently large enough to pass down water to the men below and for them to pass up bread. When the men below became aware of their situation and saw no alternative they assented. Without having the boy with him he could not have effected his purpose, as he with his pistols and cutlass had to watch the man at the helm. The boy passed water down and received the bread in return. He immediately bore away for Yarmouth, but before getting in with the land the wind

hauled to the northward and blew very heavy ; he was not able to get hold of the land for four and a half days, when he got into Jedore, to the eastward of Halifax, where he run her on the flats, and immediately went on shore and obtained help to take the vessel to Halifax, and set the four men on shore, at liberty, at Jedore. On his arrival at Halifax he informed the authorities, and soldiers were sent who captured them and brought them to prison. The letter of marque ship, when in chase of the privateer that took Capt. Darrow, was considerably disabled by the fire from the privateer in the chase as well as by having to force port-holes through her bulwarks forward to enable them to discharge their cannon near the bows ; she consequently bore away for Halifax, where I had an opportunity to examine her damages by the following circumstance. During the last part of the war I resided in Halifax and was in the habit of examining the ships that came into port, and did especially those that were connected with any very interesting transaction. One morning being on the wharf of Messrs. Forsyth & Black, when the ship lay at the head, the first officer, who was ship-keeper, requested me to do a small job for him, which I was enabled to do to his entire satisfaction ; in return he showed me the ship and related the circumstances of the fray. The rest of the narrative I got from Capt. Robert Darrow. Capt. John Darrow was a successful ship master ; as early as 1818 he made voyages which were very remunerative to that part of British Guiana called Berbice. The trade had not long been opened with the British, owing to restrictions being imposed by a treaty with the Netherlands dated fifty years previous, by which the trade was restricted for the fifty succeeding years. Both John and Robert

made a number of voyages. Subsequently John was largely engaged in the trade of the county, ship building, &c.; and not long before his death made his first trip to Great Britain. He died at Liverpool recently.

REVD. ISRAEL CHEEVER was a licentiate of Harvard College, and a man of good education and fair attainments. He came early to Queens County, and was the first Congregational pastor at Liverpool. The Revd. John Brown, a presbyterian clergyman, preceded him and officiated in the first church, which stood on King street. Mr. Cheever remained pastor of "Old Zion" until 1790, and in 1793 the Revd. John Payzant commenced his pastorate. He died March 13th, 1811, and left one son, William, who died about 1820. Mr. Cheever's sister was the mother of the late Stephen Collins of Liverpool, and there are other connections now residing in the county.

SIMEON PERKINS, Esq., was one of the proprietors in the "confirmation grant" of Liverpool township. He arrived in Liverpool early in 1764. He was a man of fair education, and a leading person in the county. He was a merchant during the American Revolution, and was largely engaged in the trade of the county, including privateering. He continued in business up to the time of his death, which occurred on the 9th of May, 1812. He held the position of Justice of the Peace and other offices of trust, and although he partially retired from these still he was looked up to by all classes in the community. At the first sessions of the peace held after his

death the following notice was given him in the presentment of the Grand Jury :

“ This inscription is made in
memory of

SIMEON PERKINS, Esq.,

The late first magistrate of this county, who presided in the county with great integrity, uprightness and impartiality, to the general satisfaction of this community. His services also as Colonel of the Militia and Representative in the General Assembly, as well as his religious and moral character, all of which gave respectability to this county, and calls for this tribute of respect.”

Queens County, Nov. Term, 1812.

The above tribute of respect was put in a neat frame and set up over the bench, first in the old and since in the new court house. The following extract from the methodist magazine, Oct. 1813, gives a more lengthened sketch of him :

“ His parents were respectable members of the Presbyterian or Congregational persuasion, who neglected not to instruct their son in the grand and important doctrines of the christian faith. From the account I received some years ago from his own lips, it appears that between his eighteenth year and the time of his removal to this country he became more than usually concerned for his soul, and afterwards received some divine consolation through the merits and grace of our only Redeemer, the Lord Jesus Christ. His removal to Liverpool, then an inhospitable forest, he soon lamented as the unhappy means of spiritual declension—though never, it is believed, to such a degree as to return the

life and heart again to sin, nor to remove from his heart an habitual fear of offending God. The example he now held forth to the world in all his dealings with man, the reverence he now paid to the word and ordinances of God, his sympathy for the afflicted, his consideration to and compassion for the poor, his regard for the people of God in general, and his sincere love of and various liberalities to the methodist church in particular, of which he became and continued for many years a worthy member and highly respectable officer, were so many proofs of the truth of his christian profession. To his exertions and zeal in the cause the methodists owe, in a great degree, their present convenient chapel. The late Col. Perkins was twice married. He came to this country a widower, having lost his first wife in her youth, leaving one son, Zebulon, who lived to be a promising young man; he was soon afterwards lost at sea. His second marriage was at Liverpool, Sept. 10th, 1775, when he became united to the present Mrs. Perkins, (formerly the widow Hadley) a worthy woman. By this marriage he had eight children, all of whom are now living and four of them married. Col Perkins was not less esteemed in his public than in his private and domestic character. In the year 1764, his abilities and integrity having been made known to the Government, he was appointed by Governor Wilmot one of his majesty's Justices of the peace; and the same year one of the Judges of the court of Common Pleas for the county. He afterwards presided in both the courts, being appointed Custos Rotulorum and First Justice of the court of Common Pleas, in which important stations he continued to act with the approbation of Government, the greatest satisfaction to the county, and with honor to himself, till, from his increasing infirmities, he obtained permission to resign these and all his other offices in the year 1807. It was on this occasion that the Grand Jury of the county addressed him in terms so justly due to his worth and service and so honorable to themselves. A short extract from the public document may not improperly be introduced here:—

'During the many years that you have filled the office of First Justice of the court of Common Pleas and Custos Roturolum in this county, your integrity and assiduity, in your public capacity, and the many religious and moral virtues which adorn your private life, have justly entitled you to the attachment and esteem of the society and church we as their representatives feel it incumbent on us to express; since we do not address you in the common style of adulation but in the respectful language of friends whose hearts are animated with the grateful recollection of your past services, and the many benefits which they have derived from the conscientious exercise of the onerous public duties which you have been called upon by your king and country to discharge, as well as the many instances of private trust and benevolence which so eminently distinguish your character. The value of your public services has been the more enhanced by the many inconveniencies you have suffered in your private concerns from your strict attention to the demands of your trust without any other reward than the satisfaction of having uprightly fulfilled your duty.'

"In the year 1772 Simeon Perkins, Esq., was appointed Lieutenant-Colonel of the militia; in 1773 he had the appointment of Colonel Commandant. In that station he conducted himself with great ability, zeal and loyalty; and during the American war distinguished himself highly in defending the town several times from the attacks of an enemy of a very superior force which had surprised the regular troops quartered here. He retook the garrison from the enemy by his intrepidity, and on that occasion was highly applauded, and his battalion received the appellation of the "Queens Buffs," in token of the approbation of the commander-in-chief of the Provinces. He remained with honor at the head of his regiment until his resignation in the year 1807. The late Col. Perkins was upward of thirty years Judge of Probate. He served thirty-four years as representative of the county in General Assembly, being chosen in the year 1765 and continuing to serve until he de-

clined in 1799. In his legislative capacity he is said to have been slow to speak, yet in dealing with questions of difficulty and importance to have manifested great wisdom as well as integrity. He was indeed an indefatigable servant of the public—to the no small injury of his private concerns.

“Col. Perkins was fond of reading ; the greater part of his leisure hours were devoted to books, and especially to such books as tend to improve the understanding and mend the heart. He retained in mature age the doctrines he had received, as derived from younger years, and in consequence trusted upon them with increased confidence. “Various notions,” said he, near the close of life, ‘have passed through my mind in the course of my life—I have only one now :—There are various portions in the world, Christ alone is mine.’ His health had been for some years on the decline. From June, 1811, to the time of his death, he had been confined for most of the time to his house, during the last three months to his bed. He died on Saturday, May 9th, 1812, aged seventy-seven years.

“The remains of Col. Perkins were attended to the methodist chapel by a numerous procession, comprising the chief part of the inhabitants of the town. A funeral sermon was delivered on the occasion, and the substance of this memoir read. His remains were afterward interred behind the chapel.”

HALLET COLLINS, Esq., was born at Cape Cod, in New England, and was about twelve years of age when he came to Liverpool. He was the son of Cyrenus Collins one of the proprietors of the township. Hallet had six brothers when his father removed to Liverpool who were all engaged in the trade of the county and were enterprising and industrious men, and exact in their business transactions, which is very noticeable in their descendants up to the present time. Hallet had

trade and intercourse with the old colonies and with Britain before and at the time of the American Revolution. At the time of the American Revolution he was in New England, and by the depreciation of the currency and its rise afterwards, made a handsome competency. He was very successful in his business, and prosecuted shipbuilding till about 1814. He died at Liverpool June 3rd, 1831, aged eighty-two, highly respected by all classes of society. He left a widow and a large family of children. He had twenty-six children, three dying in their infancy. One of his sons afterwards became the Hon. Enos Collins, who figured largely in the commercial and political history of this province.

JOSEPH BARSS, senior, came from New England early in the history of the township of Liverpool. His mother's second husband was an Annis, and his wife a Crowell. Many members of both families are now residing in the county. His residence was at Dean's Point, and stood on a knoll of land adjoining the marsh in the rear of the house of Alfred Moren, Esq. He engaged in the trade of the county, and was early a master mariner. During the French wars he was captured and imprisoned, remaining absent from his family for over two years, they being entirely ignorant of his whereabouts. One evening, while his family were alone, Mrs. Barss was feeling very discouraged as the meal-barrel was getting low and times looked dark, when the door opened and he entered to her great surprise. He had returned penniless, and there was nothing left for him to do but to endeavour to retrieve his fortune. With the assistance of one man and an ox he commenced to haul wood from the forest and prepare shingles for the mar-

ket ; and afterwards entered into the general business of the county. About this time a French privateer entered the harbour and discharged several cannon shot at Fort Morris. The guns being too much elevated, the balls passed over the Fort and fell so near the residence of Mr. Barss that his family were compelled to retreat, taking with them boards to make a shelter under the rock to the northwest side of "Wildcat," from the summit of which there is a beautiful view of Liverpool and its surroundings. The shot from the privateer fell around and about the house, but there was no particular damage sustained. He was a very industrious man and steadily followed many different pursuits but that of the sea most particularly, so that in 1798, or about that time, he was enabled, besides carrying on his business, to build that large house now standing near the north end of the new bridge, and owned by John Cobb, Esq.

He prosecuted his business with caution but at intervals was unfortunate ; at one time he lost nearly £4000 worth of property by the French cruisers. In a very short time, however, he was enabled to regain as much by his activity, though times were hard, consequent on the embargo, or rather the anticipation of it.

At the close or near the end of the war with France, 1813, he met with another heavy loss. The brig "Caroline," which was commanded by his son John, was taken by the French. The crew were landed at St. Croix, the neutral Danish island in the West Indies. Captain Barss then chartered a sloop and returned to Liverpool with a cargo and all of the original crew, except Thomas Cole who was retained and sent to France to facilitate the condemnation of the prize. Mr. Barss continued in business all through the war of 1812-15 and was largely

successful in all his enterprises. He retired from business in 1824, when it was continued by his sons John and James Barss, and William B. Taylor his son-in-law. He was our representative and a justice of the peace for many years. He died in August 1826, leaving three sons and two daughters. He had lost two sons previous to his death. There are many of his descendants now residing in Queens County and elsewhere.

JAMES DICK, M. D., resided at Black Point early in this century. He came to Shelburne with the loyalists in 1784. He was previously engaged in the British army during the Revolutionary war, and was actively engaged in that conflict, and especially in the engagement that took place between the British and American forces at Little York. All the officers above him in the regiment were killed and the command devolved upon himself. He married Rebecca Tulluck, of Shelburne, who was the mother of Mrs. John Mullins, who was the mother of Mrs. James Mullins and others now residing at Caledonia, in this county. In 1814 he was the surgeon in the privateer schooner "Shannon" on a cruise with Capt. Benjamin Ellenwood on the American coast. He died early, at Black Point. His daughter, Barbara, before mentioned, and her husband both died near the same time and were buried together at Liverpool.

JAMES GORHAM, Esq., was born in 1761, in New England. He married Miss Lacy of Liverpool. He was largely engaged in trade, and made much money during the American war, being interested in the privateers which were fitted out in Liverpool. In 1812 he built a public school-house in Liverpool town and endowed it,

He was a magistrate and his acts of charity were numerous. In 1836 he built and presented to the town a public hall which is still standing. He died in 1841.

"As a merchant, magistrate, and member of society the virtues of the deceased are remembered with respect. He was remarkable for industrious and prudent habits, which, by the blessing of providence, led to independence. His zeal for the public was manifested by his liberal donations to public objects.

"To the Congregational Church, of which he was a consistent member.

"To the academy erected at his own expense and generously presented to the town; and the temperance hall, another memorial of his benevolence.

"He also secured ample and permanent endowments out of his estate for different objects.

After his death his widow provided the means for the building and endowment of "Gorham College," of which she laid the corner stone in 1853.

JOSHUA NEWTON, Esq., came from England to Halifax with his father's family about the year 1790. Shortly afterwards he removed to Charlottetown, P. E. Island, where he received the appointment of Collector of Customs. About 1796 he removed to Liverpool. He married a daughter of Simeon Perkins, Esq., by whom he had but one child—a daughter—who afterwards became the wife of Samuel P. Fairbanks, Esq., late Crown Land Commissioner. Mr. Newton held the offices in Queens County of, Justice of the peace, Custos Rotulorum, Judge of the Inferior Court of Common Pleas, Judge of Probate and Collector of Customs. He died at Liverpool the 27th of March, 1849. He was an honest, upright, christian gentleman, and was revered and respected by all classes of society. As to Mr. New-

ton's personal worth, no higher tribute to his christian virtues and gentlemanly deportment can be paid than in the language of a distinguished minister * uttered with regard to him while yet living.

"The celestial gem of piety, which is sometimes, alas ! obscured by the indecorous deportment of its possessor, is seen in him beautifully enchased by intellectual culture and true politeness."

WILLIAM JOHNSTONE, Esq., was a native of Scotland. In 1772 he held the office of deputy registrar for the county, and continued to fill that office with that of Justice of the peace until his death in 1795, aged eighty-two years. He had resided twenty-three years in the county, and was the first Collector of Import and Excise in Liverpool. His office stood opposite the residence of Mr. Silas Page, in front of Amherst street, old town.

THE REV. JOHN PAYZANT was pastor of the Congregational Church in Liverpool for many years. The history of the family in Nova Scotia commences as early as 1754, when a gentleman by the name of Payzant came to Halifax with a recommendation from the Hon. Mr. Pownal, secretary to the Lords of Trade, London, to His Excellency Governor Lawrence. Mr. Payzant decided on settling with his family in the vicinity of Lunenburg. Governor Lawrence gave a letter to Col. Sutherland then commanding in the district, requesting that Mr. Payzant should be favored and protected in his efforts. Mr. Payzant chose one of the islands in Mahone Bay, a delightful region and not far from another island called Rous Island, on which Capt. Rous was then settled. Here he built a house and all looked propitious.

* Dr. Richey.

But when man often feels himself most secure and prosperous it is, then, that some unforeseen calamity befalls him and all his expectations and hopes are blasted. It was so at this time with the elder Mr. Payzant. A party of Indians went to Rous Island, scalped the man of the island, then tied the hands of a boy belonging there and forced him to guide them to Mr. Payzant's island, there they killed and scalped Mr. Payzant, a woman servant and a child. They then carried off with themselves Mrs. Payzant and four of her children, but not before they had finished their brutal fiendism by killing and scalping the poor boy guide. At the time these incidents occurred it was the custom of the brutalized and savage Indians to carry their prisoners, whose lives they had spared, to Canada where they were disposed of for a money ransom which the humanity of the French inhabitants, or, the policy of the Quebec rulers provided; and after years of exile, survivors of these got back to British colonies on the exchange of prisoners, or the payment of heavy ransom, or at a general peace. In the instance of Mrs. Payzant and children I have related, two if not more than two of the four children were, after a long time, restored to Nova Scotia. The one which I have indubitable proof of was John—who, when he came to manhood, became the ever to be remembered worthy minister of the Congregational Church at Liverpool from the year 1793 to that of 1833, a term of forty years. A few years previous to the death of Rev. J. Payzant he went to visit his son John then residing on the farm now owned by David Freeman, Esq., in Pleasant River in this county, and on coming near to the large meadow he recognized the spot where the Indians encamped with his mother and the other three children when they were

captives, journeying to Canada. He remembered that from that place they went on a few miles further when they came to where there were two lakes near together, one larger than the other. Here they again stopped,—they manned two canoes, one to go fishing and the other fowling. Some misunderstanding arose between the crews in the canoes which resulted in the drowning of two of the savages. Mr. Payzant when referring to this circumstance gave it as his opinion, that the loss of those two Indians was the reason why his mother and children were not all put to death, as he was fully persuaded that that was the intention of the Indians ere they proceeded much farther. Just subsequent to this Mrs. Payzant was delivered of a son whom she named Lewis ; he became the progenitor of the Payzant family of Kings and Hants counties. This warrants us in stating that more than one of the sons of Mrs. Payzant returned to Nova Scotia from their captivity. But to proceed with our narrative : Mr. Payzant said that the Indians then proceeded on their rambling journey to the Bay of Fundy, from thence to New Brunswick and on to Quebec. John and Lewis Payzant, therefore, having effected their return to Nova Scotia went to Falmouth, in Hants County. John resided with the Rev. Henry Alline for a season, then, went to Halifax but not remaining there long returned to Mr. Alline, from whom he learned the art of tanning and currying, and which business he carried on whilst he was the pastor of the Congregational Church in Liverpool. He owned and occupied the property now possessed by his grandson Mr. Nathan Payzant. Here it was that the first tannery in Queens County was established and the Rev. John Payzant the first to establish it. The Rev. J. Payzant

was married to the daughter of the Rev. H. Alline in April, 1793. Mr. Payzant continued pastor of the Congregational Church until his death, as I have previously stated, being very much respected by all classes of society, not only for his piety and gentlemanly demeanor but also for his moderation and consideration of the views of other religious denominations with whom he never interfered, and also for his mild and consistent administration of his church affairs through his long, trying and oft times perplexing pastorate. Mr. Payzant was the man for the times, providentially no doubt, for the people were peculiarly situated, many of them had grown up out of a community almost ripe for rebellion ; a community that had become a mixture of English, American, French and Spanish, holding all kinds of views and advancing these agreeable to their national predilections was not a prepossessing state to calm down and bring into a oneness of kindly feeling, yet Mr. Payzant, in his own inimitable way, assisted vastly to a good understanding and respect for each others welfare.

In the *London Magazine* for 1757 among the obituary notices stands the record of the death of James Payzant, Esq., said to have been a clerk in the Secretary of State Office, which death took place on the 23rd of July, 1757, at the advanced age of one hundred years. This gentleman may have been the grandfather of the late Rev. John Payzant.

THE HON. ENOS COLLINS has recently passed away at the advanced age of ninety-seven. He was born on the 5th day of Sept. 1774, at Liverpool, Queens County, Nova Scotia. His father, Hallet Collins, Esq., was the son of Cyrenus Collins, a wealthy merchant who

was born at Cape Cod 26th June, 1735. He came to this county with his seven sons, and was one of the original proprietors in the Township Grant. Hallet Collins transacted a large business before and after the American Revolution. At the time of the fluctuation of the currency of the old colonies, when the great depreciation of the currency took place, and many thousands of dollars were sold for a cent per dollar, he became a purchaser to a large extent. Afterward some of the colonies rallied and paid a large part, and some in full. He took advantage of this state of things and purchased a large amount of provision which he brought to this county when we were much in need. The price, owing to the wars, was very much enhanced ; and those speculations, in connection with the wars and general business of the county enabled him to accumulate and leave, what was considered in those days a large fortune. He followed the sea, and at intervals assisted in the shipyard, as he was largely engaged in that business.

His son Enos possessed a spirit of strong self-reliance, together with indomitable energy, and long before his father's death had acquired considerable wealth by his own exertions.

There were no schools in those days, so that his boyhood, like that of others, was spent after the desultory manner incident to such a state of things. As soon as he was old enough to be able to follow the sea, he was put to it and followed it as a profession. As early as 1789, when Robespierre was the guiding star of the Jacobins in France, he was successfully prosecuting the salmon fishery in the Gulf of St. Lawrence. In 1799 he was the first Lieutenant of a fine private armed ship, the "Charles Mary Wentworth," on a cruise against

the Spanish, with whom Great Britain was then at war. This cruise was not successful, nor was he at any time directly, or largely successful with privateering. Having means at command, and possessing superior abilities as a merchant, he embraced the splendid opportunity then offered to make him what he afterwards became; and being strictly temperate and frugal in his habits, and his father placing great confidence in him, he succeeded admirably. When a boy, he must have often conversed with old men, who remembered the victories, in the reign of Queen Ann, by the daring and renowned Duke of Malborough. He was born before the United States got their Independence. He lived before the French Nation was convulsed from its centre to its circumference by the reign of terror—when the red fever of revolution raged, and when, within the grim, dark walls of the old Bastile, hundreds of innocent hearts were pierced with the dagger of cruel wrong. He lived when the blood-thirsty Corsican blazed across the world's sky like a meteor, the terror of continental Europe, and when he died on the sea-girt rock of St. Helena the Major Missabib of modern history. Mr. Collins' distinction did not arise from the mere fact of his unusual longevity. The success of his marvellous career was the result of far-seeing judgment, combined with unswerving rectitude, unconquerable energy, and indomitable perseverance. In his early days he was a Loyalist, and through life a Tory.

During the Peninsular war, a friend in England wrote him, that the British army then before Cadiz was very short of provisions, and that if a vessel could escape the cruisers, and land a cargo, it would prove highly remunerative. Mr. Collins, thinking the object worth a risk,

immediately loaded a ship of his own then in port, and proceeded to St. John, N. B., where he purchased two more vessels and loaded them also. He then selected three ship masters on whom he could rely, dispatched his vessels, eluded the vigilance of the enemy, and disposed of his cargoes and ships on highly favourable terms, thus realizing a large amount as the reward of his spirited, prompt, and timely enterprise. Not long after this, about 1808, he commanded a fine brig on a voyage to St. Domingo, when the late Captain Joseph Burnaby was his chief mate. On his outward voyage he took on board, at Antigua, a valuable freight, and proceeded to Hayti. Those acquainted with the history of that beautiful, but badly governed Island, will easily perceive how highly remunerative this was. The monopoly of the coffee trade, which had been in the hands of the chamber of commerce of that island, was then managed by Christoff, King of Hayti, with whom Mr. Collins was in communication.

About that time, Mr. Collins was deservedly and highly honoured by the government, in being one of a committee of several who were chosen to present a piece of plate to Admiral Hunter, the naval commander on the station. It may be worthy of note that Mr. Collins was the only untitled person on the committee.

At the beginning of the present century Mr. Collins commanded a ship bound from St. John's, Newfoundland, to Brazil. After leaving, an easterly gale sprung up, and before they could clear the coast, they were compelled to take shelter in the Bay of Bulls, a very exposed roadstead about twenty miles to the southward. By a sudden change of the wind they were obliged to slip their cables and put to sea, leaving both cables and

anchors. Captain Collins being much annoyed at some mismanagement on board indulged in a little of his natural impetuosity ; when Spinks, his first mate, with his usual *sang froid*, said, "all for the best captain Collins." The captain did not agree with him, nor with his easy way of getting over such mishaps, and therefore could not see that it was "all for the best" when they were bound to a foreign port with neither anchors nor cables on board. They however proceeded on their voyage, arrived safe, and procured the necessary ground tackle. On their voyage back, on a fine day off the Bay of Bulls, they resolved to try and recover their anchors which they accomplished, and also received information that the French fleet were cruising in the neighbourhood of St. John's, and through this the ship and cargo were saved. You may think, under the circumstances, how Spinks exulted in his "all for the best captain Collins."

The American war of 1812 gave him another splendid opportunity of amassing wealth. At one time I saw lying at his wharves a valuable ship—a prize—the "Volante," bound to the United States, with several others which he, possessing the means was able to purchase. We see here an illustration of the change that has taken place in public sentiment during the last fifty years. It may be mentioned that early in the present century it was considered perfectly legitimate and praiseworthy for merchants of the highest standing to engage in privateering ; and, indeed, it seemed the only way we had to proceed, as the armed vessels of our enemies already swarmed on our coasts, and had nearly annihilated our commerce. None will regret that public

opinion has changed in regard to privateering as a branch of commercial business.

About 1812 he took into partnership a gentleman of reputation as a merchant—the late Hon. Joseph Allison, who had been in business under the firm of Prescott & Allison. Mr. Collins continued in business under the firm of Collins & Allison for some time.

In 1815 Benajah Collins, his uncle, returned to Liverpool from the United States, whence he had removed early in the present century, in order to dispose of his real estate in this Township. He effected the largest and most valuable sale ever made in this county. The land sold included nearly the whole of the square from the New Bridge street to the street on which the residence of Francis Collins Esqr. stands, with the water-lots in front. The large amount of hard money that was accumulated here at the close of the American war was, for the most part, in the hands of Mr. E. Collins, and at his disposal. At the close of the war already referred to, the British fleet raised the blockade of the American coast, and then came to Halifax, where one hundred and fifty British pennants might be seen flying in the breeze. The officers and men of both the army and navy had to have supplies of money. Mr. Collins having the means at command accomodated to a large amount by giving £70 currency for £100 sterling Bills of Exchange.

On another occasion he was on his way from Liverpool to the United States with a large amount of money, in dollars, when he met with a large Russian ship which was stranded between Liverpool and Cape Sables, with a very valuable cargo of hemp on board. This he purchased at a very low figure, and realized an immense profit as the result.

In 1818 the foreign business of his House was mainly conducted by the late Joseph P. Boyle, who was also a native of Liverpool, and was distinguished alike for his natural abilities and business habits. His career was prematurely cut off, having died at sea on a voyage from Jamaica. He was succeeded by the late P. A. Knaut, a nephew of Mr. Collins, who in like manner was instrumental in pushing his fortunes abroad.

In 1822 Messrs. Jonathan Allison, and W. B. Fairbanks, his brother-in-law, were taken into the firm of Collins & Allison. They continued a large commercial business until about 1830, when Mr. Collins partially retired. Previous to this he became the principal in the first banking establishment formed in Nova Scotia, called the "Halifax Banking Company," and continued so until a short time before his demise.

He very seldom visited his native town, but was in constant communication with it. From his possession of great wealth Mr. Collins was almost daily solicited for contributions to public and private charities, and although comparatively unknown, his gifts to both were large and frequent. I believe without solicitation he presented to two different places of worship in the town of Liverpool bells that are now in use. The first three bells in this town were gifts from the Collins family, and by his will a handsome bequest was made to the rector and wardens of Trinity church.

Mr. Collins was appointed a member of the Executive and Legislative Councils during the administration of Sir James Kempt, and continued to discharge the duties of that office until the breaking up of the old council in 1848, when he retired retaining his rank by special permission of the crown.

Mr. Collins did not marry till late in life. His wife was the eldest daughter of the late Sir Brenton Haliburton, Chief Justice of Nova Scotia, by whom he had one son and three daughters. These all survive him. One of his daughters is married to P. C. Hill, Esq., of Halifax, and the youngest to Colonel Laurie. Of late years Mr. Collins withdrew from any active participation either in mercantile or political affairs. He has passed away in a good old age full of years and honours with humble faith and trust in his Redeemer. His life should prove an incentive to the rising generation of what may be achieved by unswerving rectitude, and a conscientious discharge of the duties of the hour. We especially commend the subject of this short and imperfect sketch to young men as a model of business tact, thorough industry, and sound judgment,

ROBERT DIXON settled at Indian Harbour. He was a rope maker by trade and had followed the sea. He owned and used a rope-walk which was built on the north side of the harbour near his residence. He was a man of fair education and possessed considerable ability. His sons Robert and Darius settled at St. Mary's River, in the county of Guysboro', where they were living in 1864.

WILLIAM NEAL, a colored man, settled at Dipper's Creek about the beginning of this century. He was much respected as an industrious man and a sincere christian. He accumulated a good property, and many of his descendants still reside in this County.

FORBES, a Scotchman, settled at what is called Forbes's—alias Wreck point, a short distance up the harbour from Dipper's Creek. He was a steady and industrious man and was much respected. His descendants are numerous in this county.

JOHN HOPKINS settled at Ragged Harbour. He removed from the United States to this country about 1760. He was well known in this county and had the reputation of being the best pilot on the coast from Cape Cod to Labrador. It was said of him, that when approaching the coast in a fog, he would lay down upon the deck and tell by the surf on the shore what land it was. His sons John, Seth, Ezekiel and Barzilla, like their father, were industrious men and followed fishing and farming for a livelihood. His son John first settled in Nantucket, where he married and made one or more whaling voyages from that port. He was living at Ragged Harbour in 1817, after leaving Nantucket.

CAPTAIN ALEXANDER GODFREY was born in the township of Chatham, in New England, and was a subject of King George the Second of Great Britain. Previous to 1794 he was in the employ of Hallet Collins, Esq., about five or six years. The late Hon. Enos Collins was employed by Captain Godfrey in the merchant service, and made a number of voyages with him. He made voyages to Great Britain, the West Indies, Gulf of St. Lawrence and Bay of Fundy. In 1798 he was master of the brig "Fame," belonging to John Roberts, on a voyage to Fayal one of the Western Islands. While there some misunderstanding arose between himself and the authorities, and he left with a cargo of wine

without the necessary clearance, and on his arrival at Liverpool was taken into custody by the custom house authorities there. A suit in the Vice Admiralty Court was instituted against the brig and cargo which caused considerable excitement, although such suits had become of common occurrence. I can learn nothing more of his procedure until we find him in command of the privateer armed brig "Rover."

He became a resident about 1784, and married Phebe, daughter of Alexander West, one of the proprietors of the township. Capt. Godfrey for many years resided in the two-story house at the north end of the Parade; and his wife, early in this century, removed to the United States, where she died, leaving children.

We left Capt. Godfrey in charge of the "Rover," and the following article taken from *The Provincial or Halifax Monthly Magazine*, published in 1853, will give the reader a lengthened account of his exploits.

"In the last, and at the beginning of the present century, Nova Scotians were well known (even as many of those are now, who leave their native land) for loyalty, integrity, energy, enterprise, and indeed for all the active virtues which form the character of the good subject and the useful citizen. As an instance of native bravery, readiness and energy of action, the following extract from the *Naval Chronicle* for February 1801, will corroborate. Captain Godfrey, the hero of the following tale, is well remembered by many persons living in Queens County, and not long ago an old gentleman (the late Honourable Enos Collins) who was well acquainted with him gave me the benefit of his reminiscences. He described him as a man considerably beyond the ordinary size, of an exceedingly quiet demeanour, and modest and retiring disposition. This will also appear from the plain, unvarnished account which he gives of a most gallant action, as well as from

the fact that he declined the command of a vessel of war which was offered him by His Majesty's Government not long after the action which he describes took place. At the close of the war he disarmed his privateer and again entered into the fish and lumber trade between Liverpool Nova Scotia and the West Indies. In the year 1803 he died of yellow fever, and was buried near Kingston, Jamaica. No stone marks the spot where 'the hero lies sleeping,' and yet many a man, immeasurably his inferior, has been honored by 'storied urn and animated bust,' and enshrined as a hero by the poet and historian.

NAVAL ENGAGEMENT.

"Our readers should be informed that the loyal Province of Nova Scotia having suffered most severely in the early part of the war from the cruisers of the enemy, fitted out a number of privateers in order to retaliate on and to extort compensation from the foe. Within these four years, twelve or fifteen ships of war have been fitted out by the Nova Scotians, and of this number more than one-half are owned by the little village of Liverpool, which boasts the honor of having launched the brig "Rover," the hero of our present relation. We have been favored with the following extract of a letter dated Liverpool, October 17th, from Captain Godfrey, of the armed brig "Rover," which contains a very modest relation of a gallant action, that reflects the highest honor on Capt. Godfrey and the brave men under his command.—'The brig "Rover," mounting fourteen 4-pounders, was this present year built and fitted for war at Liverpool, in this province; she sailed under my command the 4th of June, last, on a cruise against the enemies of Great Britain, being commissioned by his Excellency Sir John Wentworth, Bart. Our crew consisted of fifty-five men and boys, including myself and officers, and was principally composed of fishermen. On the 17th of the same month, in the latitude of 23° N. longitude 54° W., we fell in with six sail of vessels, whom we soon discovered to be enemies, one being a

ship, with four brigs and a schooner, and one brig shewed sixteen, another six guns. Those six vessels drew up together, apparently with an intention of engaging us. On consulting with my ship's company we determined to bear down and attack them, but so soon as the enemy perceived our intentions, they by signal from the schooner, dispersed, each taking a different course before we got within gun-shot of them. After a few hours chase we took possession of the ship and one of the brigs; the ship proved an American, bound from the South seas, and laden with oil, and the brig an American laden with wine from Madeira; from them we learned that they had been captured a short time before by a French privateer, which was the schooner in company; that she mounted sixteen guns, two of which were 9-pounders and the rest 6, and carried one hundred and fifty-five men, and the other three were American vessels which she had taken, one of which was from the East Indies. Night coming on, we were prevented from taking any more of them. On the 10th of September, being cruising near to Cape Blanco, on the Spanish Main, (in the Carribean Sea) we chased a Spanish schooner on shore and destroyed her. Being close in with the land, and becalmed, we discovered a schooner and three gunboats under Spanish colours making for us; a light breeze springing up, we were enabled to get clear of the land, when it fell calm which enabled the schooner and gunboats, by the help of a number of oars, to gain fast upon us, keeping up at the same time a constant fire from their bow guns, which was returned from two guns pointed from our stern; one of the gunboats did not advance to attack us. As the enemy drew near we engaged them with muskets and pistols, keeping with oars the stern of the "Rover" towards them and having all our guns well loaded with great and small shot, ready against we should come to close quarters, When we heard the commander of the schooner give orders to the two gun-boats to board us, one on our larboard bow and the other on our larboard waist. I suf-

ferred them to advance in that position until they came within about fifteen yards, still firing on them with small arms and stern guns ; I then manned the oars on the larboard side, and pulled the " Rover " round so as to bring her starboard broadside to bear athwart the schooner's bow and poured into her a whole broadside of great and small shot, which raked her deck fore and aft while it was full of men ready for boarding. I instantly shifted over on the other side and raked both gun-boats in the same manner, which must have killed and wounded a great number of those on board and done great damage to their boats. I then commenced a close action with the schooner, which lasted three glasses, and having disabled her sails and rigging much, and finding her fire grow slack, I took advantage of a slight air of wind to back my head sails, which brought my stern on board of the schooner, by which we were enabled to board her, at which time the gun-boats shoved off in a very shattered condition. We found her to be the " Santa Ritta," mounting ten 9-pounders and two 12-pound cannonades with one hundred and twenty-five men. She was fitted out the day before for the express purpose of taking us ; every officer on board of her was killed, except the officers who commanded a party of twenty-five soldiers ; there were fourteen men dead on her deck when we boarded her, and seventeen wounded ; the prisoners, including the wounded, amounted to seventy-one. My ship's company, including officers and boys, was only forty-five in number, and behaved with that courage and spirit which British seamen always show when fighting the enemies of their country. It is with infinite pleasure I add that I had not a man hurt ; but from the best account I could obtain, the enemy lost fifty-four men. The prisoners being too numerous to be kept on board, on the 14th ult. I landed them all, except eight, taking an obligation from them not to serve against His Majesty until regularly exchanged. I arrived with my ship's company in safety this day at Liverpool, having taken during my cruise, the before-mentioned vessels together with a sloop under American colours

bound to Caracoa, a Spanish schooner bound to Porto Cavallo, which have all arrived in this province, besides which I destroyed some Spanish launches on the coast."

IN MEMORIAM STANZAS.

BY WILLIAM A. CALNECK, ESQ.

To the memory of Alexander Godfrey, commander of the privateer "Rover," who died in Jamaica in 1803.

A niche for a name in thy temple of fame
 Oh Acadie, gem of the occident wave !
 The Muse and the Poet beseechingly claim
 For Godfrey, thy Godfrey, the good and the brave.
 His virtues inspire every note of my lyre—
 In song softly numbered his worth I will sing ;
 While men value courage or virtue admire,
 The tribute of praise to his name they should bring.
 Not love of mere glory illustrates his story—
 Ambition assailed not the pathway he trod ;
 The " meteor flag," in the battle strife, bore he
 For Country, Liberty, Justice and God.
 Inspired by his mien, ever calm and serene,
 Each man with alacrity sprang to his gun,
 Awaiting the word that should bring to the scene
 The thunders of battle but fought to be won.
 Defeat never fell—so chronicles tell—
 In fight on the hero my verse would embalm ;
 And shall not his name with his countrymen dwell
 While ocean anear chants his funeral psalm.
 No monument tells where his mortal dust dwells
 Unmarked, as unheeded, by Cambee's wave ;
 But joyful his spirit exultingly swells
 While floating the flag, he so loved, o'er his grave.
 " The hero lies sleeping " where angels are keeping
 A sentry watch fitting his courage and worth ;
 Where tropical sunlight the landscape is steeping—
 Afar from the land of his love and his birth.
 A niche for his name, in thy temple of fame,
 Then Acadia give to thy patriot son ;
 To Godfrey, whose virtue thy gratitude claim,
 Whose deeds victor-laurels have faithfully won.

North Williamstown, Annapolis, 1866.

MR. JAMES TAYLOR came to Shelburne with the Loyalists in 1783 or immediately after. He established a tannery in the North Division of that town. He removed to Liverpool about 1795, and became associated with Richard J. Uniacke, Esq., Attorney General, and Simeon Perkins, Esq., in the representation of the county. He held this position for a few years. He married Susan, daughter of Benajah Collins, Esq., by whom he had two sons and two daughters. He died early in this century. William, the elder, succeeded his father in the representation of the town, which position he held for many years. He was a respectable merchant, and an honourable, honest and upright man. He came to an untimely death at Halifax about the middle of this century. James A. the other son was also an enterprising merchant and ship-owner at Liverpool.

CAPT. JAMES DOLLIVER was the son of either Samuel or John Dolliver one of the proprietors of the township of Liverpool. He was a mariner, and was engaged in fishing, privateering, and the West India trade. At an examination before the Marshall of the Court of Vice Admiralty, as a witness in the case of the schooner "Adamant," he made the following statement:

"I was master of a schooner bound from Liverpool, N. S., to Antigua, and on the 29th of January, 1794, in latitude $17^{\circ}19'$, longitude $58^{\circ}45'$, was brought to by a French 22-gun-ship named the "Marseilles." I shewed American colors, and had Providence written on the stern. They asked me where I was from, and where bound. I answered from Frenchman's Bay bound to Gaudaloupe, and that I belonged to Providence, Rhode Island, on which they let me pass. And on February, 25th, lat. $18^{\circ}45'$, lon. $62^{\circ}30'$, in the same schooner, on

my homeward passage was boarded by a 32-gun-frigate with French National colours. I shewed the officer a sham American Register with which he was satisfied and dismissed me. I kept the name Providence on the schooner's stern while I lay at Antigua, Montserrat, Nevis and St. Kitts, and did not hear that the custom house officers found any fault with the name, but the captain of the sloop very much approved of it."

He married Elizabeth Godfrey, sister to Capt. Alexander Godfrey, and resided at Bristol where his worthy widow lived long after his decease, and brought up her family, consisting of two sons and three daughters, none of whom are now living. Capt. Dolliver died of yellow fever in the West Indies shortly after 1794. His widow always entertained the Baptist clergymen when they visited Liverpool, and provided a room for public worship when there was no other place available for that purpose. There were at this date, previous to 1820, but very few members of the Baptist Church in Queens County. She was a consistent member of it, and died at Milton much and deservedly respected by all classes in the community. Her eldest son, James, was pressed on board of H. M. S. "Serpent," seventy-four guns, while on the blockade off New London in 1814, with Capt. Joseph Burnaby, Alexander More, James Harrington and several others. Mr. More and others were released by means of the militia protections they held, which, though granted by our Government, were generally respected by the British naval officers. James Dolliver and James Harrington were retained, and after the war they never returned.

The second son, Godfrey, was lost from the brig "Hero" while on the homeward voyage from the West Indies.

JOHN McDONALD (Big John), who, though he resided at Port Le Bear in the county of Shelburne, spent much of his time in Queens County and deserves some notice at our hands. He came with the Loyalists to Shelburne in 1783, and shortly after removed and settled at Port Le Bear. He was a very powerful man, and many feats are remembered of his great strength. On one occasion while on a foraging party with a number of his comrades during the American war, he attempted to stop a herd of cattle which were rushing by, when seizing one by the horn he broke it in his grasp. He was also a very hospitable man and his house and home were open to all. His house is still standing and occupied by his son, remaining still a home for the ship-wrecked or way-worn traveller.

CAPTAIN GEORGE COLLINS was born in Liverpool, and was the son of Benajah Collins. His father removed to the United States about 1805, and left a large landed property in this county in his hands. George first followed the sea and was afterwards a merchant. He represented the county in the Legislature for one term at least, and was an active and enterprising man. By his exertions the lighthouse was erected on Coffin's Island in 1811. He both advocated the building and superintended the construction of it. He married a daughter of Joseph Barss, Esq., by whom he had a large family—five daughters and three sons, some of whom are still living. He died May 6th 1813, aged forty-two years.

CAPTAIN JOSIAH SMITH was an efficient shipmaster, and was largely engaged in the fisheries in the Gulf of

St. Lawrence. At the breaking out of the American war of 1812 he was determined to have nothing to do with privateering, and he removed to the Northern District where he lived and died much respected. Capt. Nathaniel Smith, a relative of his, was also a mariner, and was a partner in the grist mill at Liverpool. He was a successful shipmaster both in the European and West India trade, and about 1821 removed into the Northern District. He became a farmer, and was the first magistrate appointed in that part of the county. He was much respected for his many good qualities, being very temperate in his habits and judicious in his business transactions. He left two sons and four daughters, and his descendants are now numerous in the county.

JAMES N. KNAUT, E. Q., was the grandson of Philip Augustus Knaut, who came to Halifax with the German settlers at the time of its first settlement. He removed from that town to Lunenburg when it was first settled, and became the representative in the Assembly. His son Benjamin Knaut removed to Liverpool, and was for many years a Justice of the Peace and Sheriff of Queens County. His son, the subject of our memoir, was born in Liverpool, and was brought up with his uncle, the Hon. Enos Collins, at Halifax. He returned to Liverpool, and at the age of twenty-three was appointed a Justice of the Peace. His abilities were of a high order and he was universally esteemed. In September, 1843 he went out as supercargo of the brig "Enterprise," to the West Indies, and died of the yellow fever while at sea, and was buried at Martinique. The poet, John

McPherson composed the following lines on hearing of his death, which took place 13th October, 1843 :—

JAMES N. KNAUT, ESQ.

Thou art buried, O my brother,
On a distant island shore ;
We were dear to one another,
But the happy past is o'er ;
Thou shalt come to charm thy mother
And the homestead scene no more.

If our human hearts were aching
When we caught thy parting sighs,—
And their love has since been waking
With the hope that seldom flies,—
They are buried now, and breaking
O'er a thousand severed ties.

We were glad when thou wast near us—
Youthful, beautiful, and brave ;
We have none like thee to cheer us
As we breast affliction's wave ;
If we call, thou canst not hear us
In thy resting-place—the grave.

Yet we may again behold thee,
Not on this unstable strand,
But where love may long enfold thee—
In the glorious spirit-land ;
Where the deathless have enrolled thee
In their bright, rejoicing band.

Brother, whom to lose seem'd madness—
Happy brother ! thou hast crossed
O'er the fitful sea of sadness
Where the soul is wildly tossed,
To the land of life and gladness
Thou hast gone, but art not lost.

So, while life's quick pulse is beating,
We will think, to soothe our heart,
Of the moment of our greeting
In the country where thou art,
And the rapture of our meeting
Where the happy do not part.

ROBERT BARRY.—The late Robert Barry, Esq., was born in England, and was a shoemaker by trade, but accidentally injuring his thumb when a young man, he gave up his business, and took the position of clerk in a store. He possessed a fair education and was a very good penman. He was an Episcopalian and for some time led the responses in Trinity Church, New York. Previous to the Revolution he married a daughter of the Rev. William Jessop, one of the early Methodist ministers. It was his privilege to be personally acquainted with the Revds. John and Charles Wesley. He has shown me an autograph of John Wesley's of whom he was an enthusiastic admirer, and with whom he communicated after he came to Shelburne in 1784. He was there on the occasion of 4,000 encamping out on the spot where they afterwards built the town. Here, before a single house was erected he entertained the Rev. W. Black at his tent, and set a table in the path that led past it to Minshall's corner on King street to accommodate him when preaching. In 1811 he removed to Liverpool, where he commenced business and became an importer of British merchandise, and carried on the most respectable establishment in the county. Before removing to Liverpool he was part owner of a fine ship (the 'Matilda'), and was also concerned in another which lay at his wharf in 1813, commanded by Capt. Anthony Landers. Mr. Barry was a philanthropist in the full sense of the word, for he cared for both the bodies and souls of his fellow men. Part of his wife's fortune consisted of a number of slaves whom the day after their marriage Mr. Barry set at liberty. Thus he set the illustrious Washington an example who set his personal

slaves at liberty, but who ought to have carried his influence further as he had a wider sphere to work in.

During the war of 1812 Mr. Barry in conjunction with Messrs. Stephen Snow, James Avis, Captain Thomas Freeman, John West and others, did much to stem the tide of iniquity that rolled so fiercely during that eventful period of American history. Mr. Barry often visited the northern district where he owned some property. On these visits he invariably recommended that religion he professed, as well as imparted what knowledge he had in worldly matters, always carrying with him some new seeds and plants which he distributed gratuitously.

His family consisted of five sons and three daughters. The late John Alexander Barry, Esq., who died in the fall of 1872, near Bridgewater, and Samuel John Wesley Barry, who very recently died at New York, were his sons, who with William H. Barry, who was an excellent schoolmaster at Liverpool about 1816, have all departed this life. There are two daughters surviving, Mrs. Finny, of Liverpool, and Mrs. Smith the widow of a Methodist minister. His son, John A. Barry, who recently died at LaHave, was a man of superior abilities. He was a merchant at Halifax early in this century, and was married to a daughter of the Rev. W. Black. He offered as representative for the County of Halifax before Pictou was separated, but was unsuccessful. In 1830 he offered for Shelburne, his native place, and was successful. During his political career there were stirring times in the Legislature.

In closing this short sketch of Robert Barry, Esq., we would say that he was endowed with eminent literary ability in addition to superior penmanship. He was for many years a Wesleyan Methodist local preacher, par-

ticularly in Liverpool and Shelburne. He lived much respected, and died greatly lamented, leaving behind him the record of a consistent life as a priceless legacy to his relatives and large circle of friends.

SIMON FRASER was born in Scotland and came to New York previous to the American Revolution, and with the Loyalists removed from that place, to Shelburne, where he married a very intelligent lady. After living at Shelburne for some time, he removed to Liverpool where for many years he was a merchant. Early in the present century he owned and occupied the first two fish lots, then extending from the harbor to what was in 1816 called Waterloo street, which were 100 feet in width and a quarter of a mile in length, which he purchased for \$20. About 1820 he entered into the general business of the county, and conducted it on the premises formerly occupied by Simeon Perkins, Esq., and subsequently by James R. DeWolf, and at present by Joseph Ennis, Esq.

From failing health and impaired faculties he retired from business about the time when the first Scotch settlers came to Caledonia in 1824.

Mr. Fraser did much to encourage the new settlement of Caledonia, and in 1830 removed there, purchased some land and commenced a small business which he sustained for several years. He also owned that farm on which Dennis Scott subsequently resided. He died at Caledonia, and was interred in the public cemetery by the side of his exemplary and pious wife. The following is a notice of her death taken from a Wesleyan newspaper of March 27th, 1852:—

“Died at Caledonia, Queens County, Feb. 24th, Mrs.

Mary, relict of the late Simon Fraser, of Liverpool, in the 81st year of her age. She had been a highly consistent member of the Methodist church for a period of 58 years. She was loved by all who knew her. During a gracious revival of religion she with her beloved partner was converted to God; and as she lived so she died, 'in the Lord,' and was mercifully taken from the evil to come."

CAPT. ELLENWOOD, EBENEZER HARRINGTON AND JOHN SCOTT.—In the month of February, 1815, one of the most brutal murders on record was committed in Halifax, on Dolby's wharf, the next one to the southward of Fairbanks'.

Capt. Benjamin Ellenwood, a son of one of the early settlers of this township, and brother of the first female child born in the township, was killed by a Nova Scotian, whom I saw executed near the Horticultural Gardens on the first of May 1815. I met and conversed with Capt. Ellenwood on the afternoon before his murder, when he (then in company with his murderer) told me that he would leave on the morrow for Liverpool, but on the morrow I witnessed the melancholy spectacle of his body mutilated with the wounds which caused his death. After the inquest his remains were interred just within the gate at the main entrance of the old cemetery, in the rear of the Government house, where there is now a tombstone erected to his memory, as also others to the memory of Mr. Ebenezer Harrington and Mr. John Scott, with yet another old sailor, who if my memory serves me was drowned in 1798, at the time of the loss of H. M. S. "La Tribune," in Halifax harbour, but the

inscription on the stone, or part of it, I well remember. It ran as follows :—

"Tho' Boreas' blasts and Neptune's gales
Have tossed me to and fro,
Yet by Almighty God's command
I am anchored here below,
And hope one day to sail
My Saviour, Christ, to meet."

I have often wandered alone about the old cemetery searching for the resting place of old friends buried there.

The above mentioned group of tombstones stood near or under the monument erected to the memory of Parker and Welsford, of the Crimean war.

Mr. Ebenezer Harrington and John Scott were accidentally shot on board of H. M. schooner "Chubb," by a chain shot fired from H. M. brig "Emulous," occasioned by a misunderstanding between the officers in command. It was on a dark evening and a fresh breeze blowing, when the "Emulous" mistaking the "Chubb" for an American privateer, gave chase and soon came up with her, and not recognizing the "Chubb" as soon as they were recognized by her, the answer to the hail of the "Emulous" was not sufficiently prompt to save the shot. They however soon came to an understanding. This happened nearly off Liverpool. The "Emulous" was commanded by Capt. Head, who was connected by marriage with the Collins family, and the "Chubb" by Lieutenant DeMerique, who was connected with the Newton family, and the two men killed were natives of Liverpool which made the affair quite distressing to the community.

The "Emulous" was shortly afterwards lost on the rocks called from the circumstance "the Emulous rocks," one of the Ragged Islands, and the "Chubb" was lost soon after in tacking out of Halifax harbour in a south east gale. She sank between the Sisters and Chebucto Head, with all hands on board.

On the cruise previous to her loss the "Chubb" came into Liverpool short of hands, when quite a number belonging to the town volunteered to go on a short cruise to take privateers that had made their appearance off the harbour. Some of those volunteers are now (1872) residing in the town of Liverpool. She returned from that cruise and all the volunteers, with the exception of Mr. Harrington and Mr. Scott, left her, the former volunteering for a short time as a pilot, and the latter, being a very active and promising young man, had inducements held out to him to remain on board. The only surviving connection of Mr. Scott now in the County is his sister Mrs. John Cannon, of Caledonia.

Capt. Benjamin Ellenwood was several times Lieutenant and also Capt. of the privateer "Shannon," in the war of 1812. He was a capable man, and in many respects well fitted for the times in which he lived. In those times when nations under the slightest grievances so readily waged war with one another, when the warlike elements of our nature seemed to predominate, men were called upon for the exercise of talent and ability far different from that which in this enlightened and peaceful age we are seeking to develop. How thankful then ought we to be who are now on the stage of action with every influence and incentive to cultivate peaceful relations with all men.

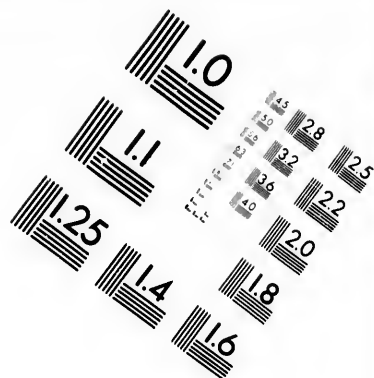
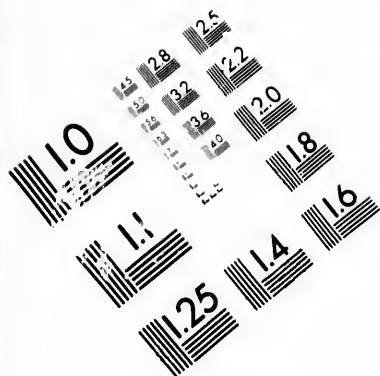
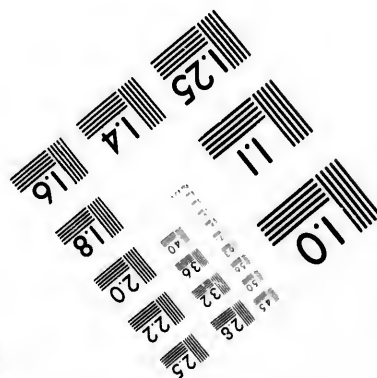
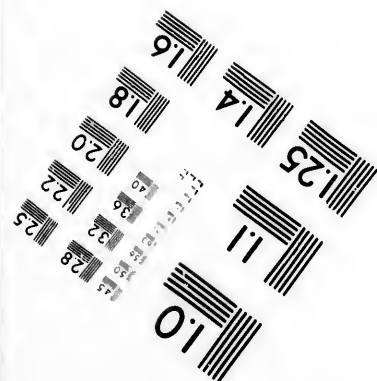
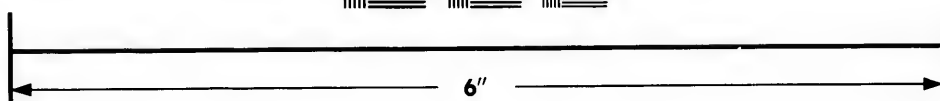
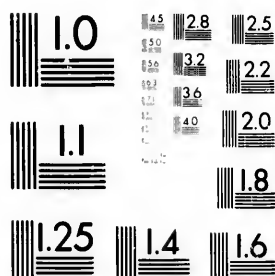


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JOSEPH DIMOCK was born in Newport, Nova Scotia, Dec. 11th, 1768. His father, Daniel Dimock, was a minister, and also his grandfather, Shubael Dimock. In his journal he says, "My honored father gave me a common education, though my attainments were small, they were beyond any of my age in the village where I lived. A thirst to excel in education was in my nature implanted so that I do not remember ever to have been so taken up with exercises or pastimes, but I would willingly leave it for a book of instruction. This was from God, for which I desire to be thankful. My parents taught me to read my Bible daily. When in my seventeenth year God by his Spirit was pleased to show me my state, and I could find no rest till I found rest in Jesus, and saw that he was able to save all that came to God through Him." Mr. Dimock was baptized in Horton May 6th, 1787, and joined the church there. In December 1789 he accompanied his uncle Joseph Bailey, who was a Baptist minister, on a visit to Chester. They travelled, as was customary, on snow shoes. They stopped there a short time, and their labours were greatly blessed among the people. Mr. Dimock began to preach in 1790. He spent part of the year 1791 in Annapolis County. In the autumn of that year he travelled through different parts of the Province sometimes enduring great privations. At one time he was travelling through the woods from Windsor to Chester, and night came on before he could reach a place of shelter, it was in the depth of winter, and the blazed trees were his only guide, there being no road; it was therefore imprudent for him to proceed further in the dark, and, aware of the danger of sitting down lest he should fall asleep, and perish with cold, he adopted the only ex-

pedient that could save him. He walked backward and forward for a short distance the whole night, partaking from time to time of some refreshment, which providentially he had in his pocket. As soon as morning came he fastened on his snow shoes and resumed his journey. He continued labouring among this people, proclaiming the gospel with much acceptance. In 1793 he was labouring in Queens county when he received a call from the church at Chester. He returned with the messenger, and a blessing seemed to attend his labours. On Sept. 10th, 1793, he was ordained. Mr. Dimock was always ready to engage in a good work. Sometimes he met with opposition, but that did not daunt him; he was willing to endure hardness in his Master's cause. At one time about a dozen men were sent from a neighbouring tavern to lay hold on Mr. Dimock and drag him thither. When they returned to their comrades without the preacher they were laughed at as cowards, but they replied, "you could not touch him; there he stood like a child without any resistance." Sometimes the people threw stones at him, sometimes they went armed, but always missed their aim. The last time he was molested in this way, was at Northwest, 3 miles from the town of Lunenburg, and Colonel Creighton, an influential gentleman and magistrate in the town, saw that it was his duty to interfere; accordingly he put a stop to it. Three years after Mr. Dimock's settlement in Chester he went to the United States, and landed at Boston Nov. 21st. He continued there about three years, preaching with good acceptance among the people. On the 21st of August, 1798, he was married, and immediately started for Nova Scotia. He embarked at Salem Oct. 27th, and that day week landed at Liverpool, N. S., the length of the

voyage having been occasioned by an error in the captain's reckoning. They got as far as Halifax before they discovered their mistake. After spending some time in Liverpool with christian friends, endeavouring to stir them up to duty and zeal in the Master's work, Mr. Dimock proceeded to Chester, where he and his wife received a hearty welcome. Mr. Dimock always lived in Chester except when on missionary labour, or away on business. He travelled much in different parts of the Province, yet was pastor of that church, until his death, which took place at Wilmot. He died at the house of his son-in-law, Mr. George Sterret, on the 29th of June, 1846, after a few days illness. This venerable and beloved servant of Christ, was in his 79th year. Upwards of fifty years he labored in the service of his Divine Master in the christian ministry. It might be truly said of him, "Behold an Israelite indeed in whom is no guile."

MR. SAMUEL HUNT died at Greenfield, in this county, Oct. 26th, 1872, in the 81st year of his age. He was the son of Mr. Samuel Hunt, a Deacon in the Congregational Church, and was one of the proprietors in the Liverpool Township Grant. He was born in Liverpool Feb. 25th, 1792.

At the age of 27, while residing at Pleasant River, in this county, he was converted to God under the preaching of the Rev. Sampson Busby, Wesleyan Minister. He removed from Pleasant River, and was the first settler in Greenfield. At one time he was a vendor of ardent spirits, but becoming convinced of the evil, he became a temperance man, abandoned its use, and sale, and was the first to sign the pledge in Greenfield. He remained true to his principles until death. He had 12

children, 68 grand children, and 24 great grand children. Through his influence and perseverance a Baptist church was formed at Greenfield in 1834, called the Wellington church. For upwards of 40 years he was a consistent member of the above church, and to his honour be it said, that amid trouble and sorrow he maintained his christian integrity. By his liberality and activity, he did much for the Baptist cause in Greenfield; and after having served his day and generation by the will of God, he died, leaving his numerous progeny the legacy of a life's prayers, and a blessed example, and as his sun disappears from the horizon of earth, we say in the language of inspired writ, "Mark the perfect man, and behold the upright, for the end of that man is peace."

A short sketch of Greenfield in connection with this biography will not be out of place. It is a thriving prosperous village. The occupation of the inhabitants is chiefly that of cultivating the soil. Owing to the situation of the place, the season is a fortnight earlier, with one exception, than any other place in the County. They also operate largely in the lumber trade, and at the present time there is a large gang mill in full operation.

Greenfield is situated at the foot of the first lake on the Port Medway river, and is termed in the Mic-Mac, "Ponhook," which means the outlet from the first lake on the river. Greenfield lies about 17 miles from Liverpool, and about 22 miles from Bridgewater. It contains a neat Baptist chapel, and a commodious school house.

The present pastor of the Baptist church is the Rev. H. Achilles, son of the Master Armorer of the 7th Battalion of the 60th Regiment stationed at Halifax in 1813, and was engaged in the Castine expedition, under

General Douglas. While in conversation with him I remarked, what a contrast between his occupation and that of his father's, the one engaged in the destruction of his fellows, the other in the service of the Prince of Peace. We close this short sketch of Greenfield hoping that its future may be a very happy and prosperous one.

WILLIAM BURKE the first white man who settled in the Northern District of this County, was born at sea. His father was a blacksmith in H. M. Dockyard at Halifax. William left Halifax when seven years of age, and came to Mills Village in this County, with Mr. Samuel Mack who conducted the principal trade of that place. He remained there until he was twenty years of age, when he removed to Milton, and assisted in the erection of the fourth mill built at that place. Frequent excursions into the country led him to be acquainted with the Northern District, and he determined to remove and settle there. In 1799 he built his camp near the bridge, at South Brookfield, on the Port Medway River. He has been called the "Father of the Northern District." As soon as travellers began to cross the country, Burke became known for his hospitality, for, come who would, his house and larder were always open. After I removed to the Northern District, in 1833, he, on several occasions, was at my house, when I was pleased to extend to him the hospitality he had so often extended to others. He was interred at South Brookfield, and the inhabitants of that section of the County erected a tomb stone to his memory in the burial ground there.

Sacred
 To the Memory of
 WILLIAM BURKE,
 Who departed this life
 October 13th, A. D., 1835,
 In the 71st year of his age.
 The deceased was a native of Nova Scotia,
 and in the year 1800
 commenced the first settlement of this District.
 He was eminently distinguished
 for those qualities
 useful and valuable in a new country.
 To an active and enterprising spirit
 were added those of industry and perseverance.
 He was hospitable to strangers.
 and of a kind and benevolent disposition
 towards his neighbours.
 Providence in sparing him to so good an age
 added to other acknowledged blessings
 that of witnessing the
 prosperity of the Northern District.
 He
 living always in the esteem of its inhabitants,
 they have erected this stone as a token of their
 respect.

Two of his sons are now living at Brookfield, inheriting many of the estimable qualities of their father.

CAPT. THOMAS BARNABY was the son of one of the original proprietors whose ancestors were English. Both Thomas and Joseph Barnaby were proprietors in the township grant of 1764. They and many of their descendants were mariners. Capt. Thomas, the subject of this memoir, was engaged in the trade of the county, but we have no particular account of him until the 8th of June, 1805, when he was confined in a hospital at Barcelona, now situated in the Republic of Columbia, southward of the Carribean Archipelago. In writing to his brother-in-law he says: "I am under the disagreeable necessity of dating this letter to you in Barcelona Hospital on my bed. We arrived on this coast on the 12th of May, when we continued to cruise until the 4th

of June without falling in with any prizes but two launches and a tripple of cookoos (small crafts). The whole amount obtained may be £1000, also one small schooner in ballast. On the 4th of June I went on board of this schooner with Mr. Collins and ten hands, with one six-pounder and muskets, with orders to cruise off Barcelona and Guiana. He promised to meet us in three or four days. On the 8th of June we took two cookoos, and got about eight hundred dollars in cash. On the 10th, saw a launch to leeward. I took the boat and went on board, The schooner was then lying at anchor to windward of Chapporne. I took possession of the launch, and at 8 in the evening was working up to the schooner, and while in stays the Spaniards hove the man that was with me overboard, and I was wounded in the head by a musket, and they retook the launch. I endeavoured to persuade them to pick up the man, Patrick Ryan, who was struggling in the water. This they refused to do, but continued to beat and bruise me. They then bore away to Barcelona, where they carried me in the jetty to the Governor. He ordered me to hospital, where I have been ever since, and when I shall be removed is uncertain. There is not a soul for me to speak a word of English to, but a number of sick Spaniards all around me gabbering Spanish. It would annoy a well man and much more one in my condition. This is the most disagreeable part of my life, and how much worse it is to be uncertain, but I hope God will carry me through. The schooner was taken the same night and carried to Quamma, by a gunboat with forty men. What has become of the ship I cannot tell. If the captain was to send in a flag of truce as he promised all would be right, as I have

tolerably recovered of my wounds. I had one dollar when I came here and I have laid out the last bit (about ten cents) for this paper. Perhaps I may not return these twelve months." Then he requests his brother-in-law to settle his business, which seems to have been quite extensive. He was part owner of the ship "Duke of Kent," privateer, commanded by Capt. Joseph Freeman, and on board of which he rated as prize master. Besides his share as officer and share as one of the owners of the ship, he had made purchases of a large number of eights and fourth shares from many of the crew. This with his other business, he requested his brother-in-law to settle. He goes on to say, "If I never return I wish you to settle up my business," then gives him directions. "I have wrote you what I can think in my disordered state of mind, and if I ever return I will satisfy you, and if I do not you must satisfy yourself. I have no clothes but what I had on when I came here. When I want them washed I take them off and go without. Tell Mrs. Barnaby that if God pleases I hope to meet her once more this side the grave, when my sufferings are over. In this place where I am confined it is impossible to rest for fleas, musquitoes, bugs and every kind of vermin, no floor but the bare ground." In this situation he died, as the schooner was taken, and Capt. Benjamin Collins who commanded her was passing through the town where Mr. Barnaby was confined, a few days afterwards, he heard that he was not removed out of the hospital to the prison as was expected. He left a family of five sons and one daughter. Two sons are yet living, Mr. Job Barnaby, who now resides at Milton, and Eldred Barnaby, Esq., at Brookfield.

This is only one of the many instances of the suffer-

ings of our townsmen in connection with the wars and the impressment of seamen, which caused so much distress in our community, among the widows and fatherless, and which called forth the charities of the benevolent and philanthropic.

JOHN BARSS, Esq., was the second son of Capt. Joseph Barss. When quite young he became a shipmaster, and was employed principally in the West India trade. He was taken by the French in 1813, and lost the fine brig "Caroline" with a valuable cargo of West India produce, which at that time owing to the wars, was at an exorbitant price. He on one occasion, when on a voyage in this same brig, became acquainted with the movements of the French fleet, when Nelson was in pursuit of them and informed Nelson of their whereabouts. In 1813 he quit the sea, and with his brother James and by himself conducted a large business. Even after the business at Bristol was carried on by Barss, Taylor & Co., he had a separate branch of business entirely under his control. He was a Justice of the Inferior Court of Common Pleas, and a Justice of the Peace for many years. He represented the township of Liverpool for a number of years in the House of Assembly. He was much respected, and was universally regretted at his death, which took place on the 12th of May, 1851, aged 71 years.

JOHN CAMERON, Senr., who now resides at Brookfield, was born at Sydney, Cape Breton, 23rd of May, 1783. Hannah Cameron, his wife, formerly Hayden, was born at Ragged Islands, in the County of Shelburne, in 1780. Mrs. Cameron has a sister three years older than her-

self, now living at St. Mary's, Guysborough. His father was an officer in the Orange Rangers raised in New England before the Revolution, and at their disbandment he settled at Sydney, and built the first frame house on Spanish River, a short distance above the present town ; where the subject of our sketch was born. John Cameron came to Liverpool at an early date. Previous to this he was in different parts of the Province, but on settling down he occupied that farm now owned by Mr. James Lohnes, having purchased it from a Mr. Thomas Dodge, the first occupant. He then purchased the farm on which he now resides with his son Charles, from Captain Porter. Porter was well known in Liverpool as rather an eccentric character, and an old bachelor. Mr. Cameron was cotemporary with many of our able shipmasters in the beginning of this century. He was largely engaged in the fisheries in the Gulf of St. Lawrence, about Anticosti and Niagara, and in the Straits of Belisle.

He was of a very robust constitution, and at this advanced age shows that he has been a very able man. He was very industrious and brought up a large family, now respectable members of society, many of them residing in his own neighbourhood, and in the County of Shelburne.

JAMES R. DEWOLF, Esq., was a native of Kings County, N. S., and removed to Liverpool about 1811. He shortly after married Elizabeth, only daughter of Colonel Joseph Freeman, and entered into partnership with that gentleman under the firm of Freeman, DeWolf & Co., Mr. W. B. Taylor and Patrick Gough, being the other partners. They had a branch house at Port Med-

way, where they also conducted an extensive business. These two last named gentlemen soon retired from the firm, Mr. Taylor having become a partner in the firm of Barss, Taylor & Co., and Mr. Gough of the firm of Seely & Gough. Mr. DeWolf continued in business with his father-in-law till 1825, when he retired from that firm and commenced business under his own name, which he carried on until 1840. After this time he closed his business and gave his whole attention to his office as Magistrate and attendance on his legislative duties. He represented the town of Liverpool for many years in the House of Assembly. He died 10th of June, 1855, and left a large family.

JOHN MCPHERSON, "the Bard of Acadia," was born in Liverpool, Nova Scotia, on the 4th of February, 1817. He was the son of James McPherson, whose parents came from Scotland and settled in Shelburne.

John McPherson's youth was passed in Liverpool, where his opportunities for education were very limited. His early teacher was Mr. Stephen O. Payzant, who instructed him in the common branches of education usually taught in country schools at that time.

McPherson's boyhood was distinguished for seriousness, for avoidance of boisterous play, for fondness of retirement, and for an ambition to improve his mind. The few opportunities which he had for mental culture, were highly valued, and improved to the utmost, without sufficient regard to his bodily health. His habit was to study by fire light, or alone in fields or woods, or in other places of solitude and quiet. His favorite reading consisted of classic English works, in prose and verse. He was fond of repeating passages from Henry Kirk

White's poems ; and his story, in many parts, had much in common with that of the bard who wrote so plaintively of sickness and disappointment, and early departure from the trials of earth.

At about his seventeenth year he went to live at Brookfield, in the northern district of Queens County. While there he had the benefit of brief tuition, from Mr. A. M. Gidney, a gentleman of literary talent, who cherished affection for the poet, and respect for his abilities.

McPherson lived for a while in Halifax, in the capacity of clerk. He then sailed to the West Indies. On his return to Queens County, he took up the employment of school teaching.

On the 12th December, 1841, he married Irene, the daughter of his uncle Donald McPherson, who resided in Brookfield. He moved to Kempt, Queens County, and taught school there for two years. He then went to Maitland, Annapolis County, and finally returned to Brookfield.

McPherson learned somewhat of carpentering, and worked at the business for a short time. His attention seems to have been attracted diversely, according to moods and opportunities. Occasionally he was led to desire more active employment, at the carpenter's bench, or in the field, as more conducive to health and cheerfulness ; occasionally his energies were devoted to the school as an appropriate sphere for a studious mind, and poetic composition sometimes absorbed his attention.

By the aid of some friends in Halifax, he purchased a little property, and built a small cottage, but his health having utterly broken down, he removed in May, 1845, with his wife and two children to the home of his father-

in-law, where he died on the 26th July, 1845, in the twenty-eighth year of his age.

John McPherson was of delicate frame, with a sad thoughtful countenance, and a manner in general rather abstracted. He appeared to much advantage, seated by the friendly fireside, repeating his compositions to an attentive audience.

The brevity of his earthly experience, and the suffering it included, should be duly considered in forming an estimate in reference to the number and merit of his poems. He had scarcely attained the age of maturity as a writer, and had enjoyed little indeed of the easy leisure supposed requisite for elegant composition, when he was called to that rest which hushed at once the discords and harmonies of earth.

It would be idle to speculate now on what he would have been under more fortunate worldly circumstances. He was of delicate health, a school teacher, a writer of verses in a rural district of a new country; he experienced in aggravated form the privations too often consequent on such circumstances, and had, in addition, delicate sensibility, literary ambition, visions of impracticable achievement, which were calculated to make his position more keenly distressing. But, withal, he cherished, almost unwaveringly, a love of the beautiful and the good of earth; and fond thoughts, elevating and consoling, of the better country beyond.

We conclude this brief account of the life of John McPherson, (abridged from the Memoir prefixed to his published poems) by the following extracts from the "Harp of Acadia."—

THE MAYFLOWER.

Sweet child of many an April shower,
 First gift of Spring to Flora's bower,
 Acadia's own peculiar flower,
 I hail thee here !
 Thou com'st like Hope in sorrow's hour,
 To whisper cheer.

I love to stray with careless feet,
 Thy balma on morning breeze to meet—
 Thy earliest opening bloom to greet—
 To take thy stem,
 And bear thee to my lady sweet,
 Thou lovely gem.

What though green mosses o'er thee steal,
 And half thy lovely form conceal—
 Though but thy fragrant breath reveal
 Thy place of birth—
 Gladly we own thy mute appeal,
 Of modest worth !

Thy charms so pure a spell impart,
 Thy softening smiles so touch my heart,
 That silent tears of rapture start,
 Sweet flower of May !
 E'en while I sing, devoid of art,
 This simple lay.

Yet thou, like many a gentle maid,
 In beauty's radiant bloom arrayed,
 O'er whom, in early youth decayed,
 We breathe the sigh—
 E'en thou art doomed, the lov'd, to fade—
 The lov'd to die !

MEMORY.

Dost thou ever think of the days gone by,
 When our hearts were young and free,—
 When I was the star of thy loving eye,
 And thou wast a world to me ?

Dost thou yet remember the happy time,
When singing a song of glee,
I gathered the flowers of thy own dear clime,
From the wild-wood bowers, for thee ?

Dost thou ever think of our walks of love,
When our hearts into one heart grew,
As the shining hosts of the halls above
Looked out from their realms of blue ?
Oh ! past, long past, are those happy days,
But my first love still is true,
And I feel so worn by the world's cold ways,
That I wish those hours were new.

Dost thou ever visit the haunted glen,
Where the brooklet's song was sweet,
And freed from the gaze of inquisitive men,
I sat at thy maiden feet ?
Dost thou ever visit the wood-bine bower,
That lent us its cool retreat,
When the summer beams of the noon-tide hour
On the fields in fervor beat.

Art thou sheltered still by that dear home,
Where we sat when the storm was high,
And the wind rushed on like a cheerless gnome,
With the wail of the wintry sky ?
Dost thou still make one of the household band
For whose social smiles I sigh,
Or art thou afar from thine own dear land,
And alone in the world, as I ?

CAPTAIN WILLIAM HENDERSON was born in Ireland, and came to Liverpool in this century. He, with the rest of his family, was wrecked on the coast near Liverpool. He was educated in Liverpool and when old enough commenced to follow the sea. Here he in common with others of like calling, experienced many dangers and privations, and had many narrow escapes. He was a kind-hearted man, as many deeds and acts of his will show. On one occasion he rescued the captain

and part of the crew of an American ship called the "Singapore." This Captain had previously been scandalously treated by an American shipmaster, but as soon as he had been rescued by Capt. Henderson, then master of the barque "Sylph," they received every attention. When they were landed in Liverpool they published the following card :

To the Editor of the Liverpool Transcript,

"DEAR SIR :—I beg through the medium of your maiden paper (and which we trust will have an extensive circulation) to return our heartfelt thanks to Captain William Henderson, of the barque "Sylph," for his prompt and manly assistance in rescuing us from the wreck of the "Singapore," for his kindness during our stay on board of his vessel ; and firmly believe that we could not have fallen in with a more humane captain—as we found him to be everything that we could desire. Wishing him and his vessel success and prosperity.

By giving this Card an insertion in your paper you will oblige the officer and part of the crew.

HENRY OTHO TRUE,
Master of late Singapore."

CHAPTER XXVIII.

SHIPPING.

In 1764, as soon as the proprietors in the township grant were settled in their new homes, they commenced to build vessels to prosecute the fisheries, and we find they had as early as 1765 seventeen sail of fishing schooners. They continued to build additional ones every year, and in 1776, after the war of the Revolution had commenced, they augmented their numbers by captures made from the Americans, and occasionally

building some vessels for the fisheries, so that about 1790 they had quite a fleet of vessels, both for trade, privateering and the fisheries. The following is a list of vessels that were owned in Queens County June 23rd, 1789 :—

<i>Owners.</i>	<i>Names of Vessels.</i>	<i>Burthen.</i>
Benajah Collins,	{ Brig George & Tracy,	144 tons.
Simeon Perkins,	{ Schr. Pilgrim,	42 "
Simeon Perkins and Ralph Clint,	{ Schr. Liverpool,	75 "
Simeon Perkins, William Freeman, and	{ Brig. Minerva,	118 "
Bartlett Bradford,	{ Schr. Spring Bird,	38 "
Joseph Barss, Snow Parker, and Nathan	{ Schr. Good Fortune,	48 "
Tupper,	{ Schr. Polly,	21 "
Elisha Hopkins and Nathaniel Freeman,	{ Brig Union,	120 "
Hallet Collins,	{ Schr. Dispatch,	64 "
Nathan Tupper, Simeon Freeman and	{ Schr. Britannia,	64 "
Benjamin Coll,	{ Schr. Betsey,	50 "
Benjamin Parker, Benjamin Parker, jr.,	{ Schr. Polly,	45 "
and Bartlett Bradford,	{ Schr. Friendship,	40 "
Snow Parker, John Nickerson, and Jas.	{ Schr. Betsey,	26 "
Knowles,	{ Schr. Mary,	40 "
Silvanus Cobb and Nathaniel Ellenwood,	{ Schr. Betsey,	40 "
Robert Foster and Robert Foster, jr.,	{ Schr. Betsey,	34 "
Joseph Tinkham,	{ Schr. Seaflower,	56 "
Stephen Collins,	{ Schr. Polly,	34 "
Elisha Hopkins,	{ Schr. Race Horse,	30 "
Hallet Collins and Stephen Smith,	{ Schr. Sophia,	25 "
Ebenezer McLeod, William Gardner	{ Schr. Polly,	20 "
and Ebenezer Dexter,	{ Schooner,	35 "
John Roberts,		
Sodowick Smith and Elisha Dolliver,		

The above all registered.

Benajah Collins,	{ Sloop Loyalty not regis-	
	{ tered but measured,	82 "
Lawrence and Nicholas Spottenfield,	{ Schr. Two Brothers, not	
	{ measured, about	35 "
Ebenezer Harrington,	{ Shallop not registered,	14 "
Robert Foster,	{ Do. do.	12 "
George McAdam,	{ Do. do.	10 "
Joseph Taylor,	{ Do. do.	10 "
Peter West,	{ Do. do.	10 "
Gamaliel Stewart,	{ Just launched,	20 "

We continued to replenish the supply of vessels, both by building and capturing all through the French and Spanish wars, and about the commencement of this

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Burthen.

144 tons.

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century we were in possession of a larger class of vessels, several ships and brigs for war purposes, as we had it appears three ships and one brig and as many as four schooners privateers during the wars at that period. During the war of 1812 we made large acquisitions to our fleet by the capture of American vessels. At one time there were from forty to fifty prizes at Liverpool. In 1814 many of the prizes were purchased by the inhabitants, and retained, which caused a partial suspension of ship building, but caused employment for our men in repairing and enlarging some of them for the merchant service. This supply was sufficient until about 1826, when Messrs. John and James Barss, Seely, Collins & Co., Seely & Gough, and James R. DeWolf, entered into the business and built vessels of a larger class for the European trade. In 1826, at the launch of the brig "James H. Albouy," built by James R. DeWolf, Esq., I heard Snow Parker say that "he had built (besides new topping and enlarging) 46 sail of vessels, the largest, a ship "Mary Parker," 450 tons burthen, the individual for whom the vessel was named is now living (1873) in the town of Liverpool; the next, a brig, the "Parker & Sons," 303 tons, the remainder different sizes downward. He owned others, one the "Fanny," a large ship, a direlect of the Jamaica fleet of 96 sail that sailed from Kingston, Jamaica, in July 1815, under convoy of H. M. S. "Warrior," 74, and in a gale of wind off the coast of Nova Scotia was wrecked and dispersed, 27 of which only arrived at their destination. About 1834 some of the inhabitants of Milton entered into ship building with more spirit than formerly, although there had been some vessels built there and in Liverpool by some of the inhabitants of Milton, both for the European trade and

for the fisheries. In the interval from that time, 1834 to 1850, there were not many built, but immediately after there was a general movement made; all that could obtain means entered into ship building. A number of the largest and best vessels constructed in the Province in 1855, were to be found at Liverpool. The tonnage abstract of vessels owned in Queens County, exclusive of those registered at this port, but owned in the County, on January 1st, 1855:—

1 Ship,	- - - - -	541 tons.
13 Barques,	- - - - -	4012 "
10 Brigs,	- - - - -	1903 "
22 Brigantines,	- - - - -	2684 "
38 Schooners,	- - - - -	1686 "
		<hr/>
		10,826 "

Estimated value of shipping owned in Liverpool, about \$400,000.

There were registered at Liverpool on the 1st of January, 1873, 11 barques, 48 brigantines, 63 schooners, and one steam tug, in all 123 vessels, measuring 16,000 tons.

CHAPTER XXIX.

RIVERS AND STREAMS.

The boundaries of the Northern District give to it an area of over six hundred square miles, of this there may be of lakes and ponds say one hundred and thirty in number, and rivers and stillwaters covering the space of about one hundred and fifty square miles. I will now give a description of these lakes and rivers.

The Mersey, that is Liverpool river, enters the

southern line pretty near midway of the County; and the Medway, that is Port Medway river, enters the same line about six miles from the eastern line of the County. The first named river, Mersey, pursuing a northwest direction comprises a chain of almost uninterrupted lake navigation to the rear line of Annapolis. The first lake on this course is Ponhook—the Indian name for *First*, through this and the second lake to Rosignol, or third, say seven miles, there is good boat navigation; thence through Rosignol ten miles to Barss' Boom the inlet; thence by Cegemecaga river eight miles to George and Cegemecaga lakes; thence five miles in a northerly direction to the Annapolis county line. Crossing the Cegemecaga lake in a south-westerly direction the north north-easterly branch of the Mersey, or Liverpool, river, extends to within eight miles of Moose river wharf on the Annapolis barren. Other brooks or branches of the Liverpool river enters the chain of lakes in different places,—first, into the second lake at the Eastern Brook on which are several lakes extending almost to the road leading from Milton to Brookfield; second, in West Brook, on which are three lakes and some beautiful bogs and which nearly intersects with the northern lake on Broad river which empties into the sea near to Flatrocks, west of Hunt's Point, and which drains that section of the County near the sources of Sable river. The bogs and islands of clumps of trees when green, or even when covered with snow are picturesquely beautiful. This is the country where the Moose and Cariboo delight to range and to extend their roamings northerly to the south part of Rosignol. The number of these animals, particularly the Moose, is large. I shall not venture here to assert how numerous they are, but I freely say that I

have laid down to sleep when to my own knowledge there were within two miles of our resting place four large Bears, and more closely to us than that distance, ten Moose. The number of Moose in the county bordering on the sources of the Broad River, Sable, Jordan, Roseway, Tusket, Sissaboo and Bear Rivers on the south, southwest, and west and northwest side, and Liverpool lakes and rivers on the S. S. east and north east, must surely amount to some hundreds judging by the Moose yards I have come across in my travels. But to return to my minutes of the lakes, &c., the first stream entering into Rosignol, laying W. S. W. from the outlet of Rosignol, distance four miles, is Cadooscake—the Indian name, where there is a burying place, and a beautiful ridge of land on which the Indians and others frequently camp for the night,—there is a good place for trout fishing on the stream leading from the fourth lake, then to the fifth, sixth, seventh, and eighth lakes :—then there is also a branch, a beautiful stillwater one and a half mile ; then a brook for about one mile to Cadooscake south from the fourth lake ;—East one-third of a mile from Jordan Great lake is Silver lake, so called from the white appearance of the water, this is owing, no doubt, to the situation of the lake being between high lands and the bottom being of a whitish cast ;—west from the eighth lake is the *first* Porcupine lake on the N. East branch of Jordan ; that branch is fed by bogs, &c., &c., within Queen's County, and nearly connects with Tobigadic on Alder lake, emptying into Ninmacah at the foot of Sand lake. The Shelburne County line passes through Big Jordan lake, on the north margin of which is the twenty mile mark from Port La Bert head. The second stream entering into Rosignol is the Nin-

macah or Shelburne river, and has no connection with Roseway river on which the town of Shelburne is situated, but drains the interior by various branches to the North and North East of Roseway ; and North of Jordan the main stream of the Ninmacah crosses the rear line of Queen's County seven miles southwesterly from Cegemecaga lake and then it is called the North West river, there are several lakes on or emptying into this stream, there is also a branch about four miles from lake Rosignol on the southwest side of the Ninmacah called Sand Brook, then through lake Tupper to the big Tobigadic, which is three and a half miles long, then to little Tobigadic or little Long lake, then to Beaver lake, where the beavers are very numerous ; the water south of this empties into Jordan Great lake.

About three miles from lake Rosignol by the Ninmacah, on the south side at the foot of Sand Lake, there is a branch running southerly on which there are a number of lakes—say ten,—the first one, lake Tupper, is two miles long by two miles wide, or nearly round, the second one is big Tobigadic four miles by one and a half miles ; then at the south end of the lake are two branches, on which there are several lakes,—the most westerly branch to little Tobigadic, or little Long lake, in Shelburne County, has several lakes thereon. The Indian road to Roseway river is at the north end of little Tobigadic. Big Tobigadic is one of the most beautiful lakes on this river, studded with islands and well wooded on its margins, and it very nearly intersects with Pescahrwas lake on the Pescahrwas stream, the third stream emptying into Rosignol is Trout brook,—the fourth is the main river leading to Cegemecaga lake, and the fifth on the N. East side of Rosignol is a stream with its branches,

on which there are about twenty lakes, one line of which is called the Christopher lakes and nearly intersecting with the Medway lakes, or rather the lakes on the western branch of the Medway river and emptying into the western part or head of Ponhook lake at Cameron's in Brookfield. Following the fourth or main river entering the head of Rosignol at Barss's Boom two and a half miles on the western side is Pescahrwas brook, on which is situated a number of lakes,—say ten or more, some of them are splendid sheets of water. Great Pesquwar lake four miles long by one mile, on an average, wide, and Pescahrwas three miles long by one and a half miles wide. This stream drains the country south east of the Tusket and Sissaboo rivers. The sixth, on the north east side of Cegemacaga, within this county, there is a branch called Grafton brook on which are several lakes, the principal one, at the foot of which there is a good mill privilege, is three miles in length by one and a half miles wide. The seventh, farther down south and to the west of Caledonia settlement, is another stream on which there are several lakes emptying into Cegemecaga river at Lower lake about two miles south-east of George lake, this stream drains the country to the westward of Caledonia settlement.

The first lake, on the Medway river, Ponhook, is two miles from the rear line of Liverpool township, and in a north-westerly direction affords good boat navigation eight miles to Cameron's,—then, two miles it crosses the main road that leads from Liverpool to Nictaux, twenty-seven miles from the former place,—this lake is connected on the north part by the Wild-cat river with Hog lake and Molega lake, the branch through Hog lake runs in a north-westerly course toward the Pleasant

river settlement to the lake by the southern side of the main Pleasant river road, near to the dwelling house of the late Elisha Freeman, Esq., now belonging to John Campbell, Esq., the branch to Molega lake runs through the lake N. E. to Pleasant river and by that river five miles to Pleasant river bridge, and onward in a northerly direction to the Lunenburg County line and rear line of Queen's County into Pleasant River Grand Lake. There is very little of Lunenburg County drained into Medway river, as the principal part of the water on the western side of Lunenburg is carried off by the branch into LaHave river. There is a stream running through Shingle lake emptying into the Pleasant river stream about one mile below Pleasant river bridge—there is also another branch which empties into the southeast end of Molega and on which are several lakes, some of them are in Lunenburg County, emptying into Molega, others are tributaries to the Medway river and empty into Ponhook lake with Pleasant River at the north end of the lake, and with the Hog lake stream emptying through the Wildcat river east of Mr. Samuel Smith's residence into the main stream of the Medway river, continuing on in a northwesterly direction after it crosses the main road two miles to Westfield river, which river extends in a northerly direction about fifteen miles into the County of Annapolis and on which are also a number of lakes, some of the most beautiful in this County; the river from Westfield river, or Smith's brook, continues in a northwesterly course to the county line passing through two lakes, viz :—Eelwire lake and Dean's lake.

About one mile above Smith's brook, or Westfield river; on the south side is a small stream crossing the Harmony road at Cushing's mill on which there are

three lakes ; farther up the river on the west side and above Eelwire lake there is a large branch from the river in a westerly and northwesterly direction, crossing the Harmony road and extending as far west as the head of Caledonia settlement, on which there are several lakes, one of which is three miles in length.

On all of these brooks there are more or less mill privileges and not many of them occupied.

There is another branch emptying into the main river on the western side of Mr. Samuel Smith's residence, on which there are several lakes,—the most northwesterly one situate at Caledonia adjoining the village of Alton by the Post road leading to Annapolis. There is also another branch more southern and westerly emptying into Ponhook lake at Mr. Cameron's on which are a number of lakes called "Cameron's lakes,"—there is likewise a fine stream nearly connected with the Christopher lakes emptying into Rosignol and on which are also some lakes—the most north westerly one of which is called "Appletree lake, the road from Whiteburne towards the sixteen miles passes at the foot of this lake ;—and there is another small stream crossing the road at the 17 1-2 miles from Milton to Brookfield, emptying into Ponhook lake on the western side at Smoke House Cove.

The rear line of Queen's County passed through Cegemecaga Lake. I now continue my description of the rivers Mersey and Medway into Annapolis County to their sources, and the various brooks leading thereto. I shall begin at or near to the N. E. angle of this County where it joins the County of Lunenburg. This point is distant eleven miles north-easterly from the main stream of the Medway,—the first stream is small,

the second is Pleasant River ; following this stream towards its source you will find that it crosses the main road leading from Liverpool to Nictaux about thirteen miles from Brookfield, where it is called Wildcat ; thence it runs south-westerly through some small lakes until it nearly intersects with the source of Smith's brook or Westfield river in Queen's County and the eastern branch of the main Medway and also with the first lake from the source of the Shannon, the south-westerly branch of the Nictaux river ; the next stream is Beaver brook,—on the western side of which I discovered part of the old Acadian road, which formerly led from Annapolis Royal to LaHave, but now of course is not used, but serves as a memento of long bye-gone days ; but I leave this for the reflection of my readers and resume Beaver brook which runs southerly from Pleasant River Great Lake between the lake and the village and passes through a lake called Beaver lake and thence onward to the north-west about three miles—then it divides into two branches, the most westerly one leads through Smith's Camp lake, near to the main road and takes its rise in a swamp. The next stream in order south-westerly is the continuance of the Westfield river emptying into the main stream of the Medway at Caledonia ; this stream continues on in a north-westerly direction after it leaves the lake, called Round lake through the centre of which the County line runs, to another lake which nearly connects with the head of Pleasant River and the Shannon leading to Nictaux. The next stream in the south-westerly course, which is Moose Pit Brook, and which commences at the head of Lake Tupper, where the aforementioned road begins ; thence northward about three miles, this stream is used for what the lumbermen

call "driving logs,"—we are now near the angle in the county line, and this stream from thence runs in a north-westerly direction four miles. The next stream is the main Medway river which leaves Queen's County at this angle and continues on in a north and north-westerly course one mile to Delong's Bridge across said stream. There is also a new road laid out from this bridge in a northerly and northwesterly direction about three miles in length to connect with the other new road before mentioned, which, when made, will also open up some settlements.

About half way from Delong's bridge to the branch before mentioned on the south side below the branch about one mile is a stream leading to Snow Shoe lake, and one to another lake, then there is a stream leading northerly and easterly to a string of lakes called the Porcupine lakes and the Poney lakes and short of that stream, on the south side is a stream running through Northfield and Millburne settlements to the line of Queen's County through several small lakes, the largest of which is lake May, where Manly White Esq., resides. At the branch the stream which runs to the north and northeast divides, the larger and centre branch passing through lake Alma, which is over three miles in length. The streams running into lake Alma take their rise at the Base or Slope of the South mountain; not far south of the west Dalhousie road there is a stream more easterly and which very nearly connects with the Shannon the south-west branch of Nictaux river emptying into the Annapolis river at Wilmot. From the Branch westerly the stream continues on to the W. N. W. and connects with other lakes by small streams until it nearly intersects with the lake on the N. E. branch of

the Mersey river and the S. E. branch of Allen's river, the stream whereon the Laquill Mills are situated, near to the town of Annapolis Royal. This ends the description of the Medway river and its varied and numerous branches on which are many good Mill sites.

Not far from the residence of Manly White, Esq., the county line turns in a south-westerly direction for five miles near the village or settlement called Grafton, and passes through the lands of Jacob Kempton, Esq. At this point the first stream leading into the Mersy river begins, and the county line is on its western margin and passes on between two lakes—one is on a branch north of the county line.

The county line now runs a more westerly course, and five miles farther on in a south-westerly course is Fairy lake. But at a distance of about sixteen miles from the north-east angle the county line skirts a small pond or lake attached to Cegemacaga lake called Fairy lake as above, at the outlet or run of this lake and at the south point of it, the county line passes over what is called the Fairy Rocks,—these rocks are of a reddish brown slate, and on which numerous names had been cut, some dating in the year 1824; there are also some rude Indian representations of animals, birds, &c., &c. The rocks being soft and porous, those marks have been very much obliterated by the rains and ice. About one mile to the north-east of the Fairy Rocks, at the north-east angle of Cegemacaga lake the Cegemacaga river leaves the lake in a north and north-easterly direction for three miles and crosses the Maitland road which leads from Liverpool to Annapolis, thence in a more westerly course for about six miles to a considerable falls at the foot of a chain of lakes six or seven miles long with very

little running water between them—say less than half a mile altogether and very trifling falls,—I think that a dam of only six feet high would throw the water back to what is called Liverpool head, that is : where the road from Liverpool to Annapolis crosses between Spectacle lake ; but that is not the *head* as the river runs one mile to the westward of the road to another lake which is more than a mile in length, the north-west part of which is only eight miles distant from the Moose river wharf at Clementsport on the Annapolis Basin ; the north part of that lake is less than a quarter of a mile south of a lake the head waters of the western branch of Allen's river leading to Laquill near to the town of Annapolis Royal. At the south-west part of the before-mentioned lake there is a stream running to the south-west and crossing the road to Bear river on which there are two lakes, the most south-western one with a small brook leading thereto to the very extreme head of Mersey and which nearly intersects with Moose river. Leaving this part of our sketch, let us go back to the north-east end of Spectacle lake aforementioned ; there is a branch with two lakes thereon, the first of which is called David's lake, this drains the country to the south and south-east of the south branch of Allen's river and nearly intersects with the waters of the Medway. At the foot of the chain of lakes of six or seven miles in length beforementioned, and on the eastern side is a branch toward the north-east with several lakes on it entwining and nearly intersecting with the west branch of the Medway. Farther down the river, and in the rear of the village of Maitland, is another branch leading to the north with two small lakes thereon ; yet farther down the river and opposite the residence of Jacob Kempton

Esq., is another small branch emptying into Grafton lake. At the north part of Cegemecaga lake which I have heretofore mentioned is another branch of the Mersey called Middle river, being the centre branch of the Liverpool river, and leaving said lake toward what is called the Frozen Ocean or Matthew's lake, through Channel lake there are two streams running into Frozen Ocean, the first into the south-east part and on which there is a lake called Long lake near to the village of Maitland, the other runs into the north-west part and which drains the country to the south and south-east of Moose river and Bear river. Leaving this branch going westerly to the north-west part of Cegemecaga is another and third branch of the Mersey and which has three branches running from it, and on which are several lakes, some of them near to Beaver river and the Tusket waters in the counties of Annapolis and Digby, and returning to the county line where it leaves the Fairy Rocks in a south-westerly course four miles to the western margin of the Cegemecaga lake. In this lake are a number of beautiful islands, some of them very good land, but they are all reserved for the Indians. If the white man could purchase them and get a bona fide title to them they would in a short time become very valuable; indeed, they would make splendid situations for gentlemen of means; desirable in every way for them as there is ample room for hunting, and great plenty of fish in the waters, their enjoyment there might be almost unbounded.

From the western margin of the lake on the line at or near the twenty-three and a half miles is a small lake over which the county line passes. At the twenty-five mile the county line passes Pesquawar and Pescahrwas

Lake and leading from this last named lake there is a stream called the Loup Cevier river and which leads to Red Lake, so called from the red appearance of the water, and which is also in close proximity to another Red lake emptying into the West River which runs into the west part of Cegemecaga lake, then crosses Flat lake, and at the twenty-seven mile crosses the northwest or Ninmacah river, then on toward the corner post thirty-three miles and one hundred and twenty-two rods from the north-west angle of Lunenburg County ; turning to the south-east towards the sea shore by the line of Shelburne and Queen's Counties which is thirty-three and a half miles and one hundred and eight rods in length you meet with some small brooks which drain the eastern slope of the high lands at the head of Roseway river,—this part of the county is barren ; granite boulders of large dimensions and very numerous are to be seen here. At the thirty-two miles is a lake half a mile wide by one mile in length. Between the thirty and thirty-one miles is Peal's lake, the waters of these last named lakes flow into Ninmacah, consequently into the Mersey. At the twenty-nine miles is another lake called Ford's lake, and at the twenty-eight miles the county lines crosses a stream, and at the twenty-six miles it crosses Oskers brook which flows into big Tobigadic ; at about twenty-five miles from the head of Port la Bert the county line crosses the last stream,—Little Long Lake stream, which empties into the Mersey from the county of Shelburne. Two miles south of this—say at about the twenty-three and a half miles the country is drained by the river Jordan and its tributaries. The country about this division line is very barren, yet possessing some groves of timber, principally Birch and Hemlock, and

among the granite boulders, in many places, there are beautiful carpets of green moss. This is the country where the Cariboo delight to roam. The Cariboo do not seem to be very numerous, but the Moose are abundant, and so are the Beavers. It would be very interesting to me to have for a companion in my rambles one who would closely observe and take notes of the habits, industry and foresight of the Beaver. I should be afraid of being accused of exaggeration if I should attempt in my plain matter of fact way, to give a description of a tithe of what I have witnessed of their sagacity in planning and constructing even a dam across a river, one of which I have seen over one hundred and twenty feet in length and sufficiently strong enough to bear up a Moose and a Bear which had crossed it during the night I was camped near to it.

I have not been particular in mentioning all the lakes by name for there are about one hundred and thirty-three lakes which empty into the river Mersey,—the river on which the town of Milton and the shire town Liverpool are situated.

The importance of manufactures cannot be too much urged upon our capitalists nor over estimated in a country like ours, so rich in natural resources, and possessing all the requisite facilities for pursuing the business with profit to the owners and great advantage to the community at large ; and in this connection the facilities of exporting the products of the manufactures should not be lost sight of or deemed of little importance, they are good and great, and easy of access. Turn your eyes to any country now great and powerful and solve the question what was the moving cause which produced their greatness, and you will find that manufactures stand out

prominently as the cause of their prosperity and greatness. Take away the varied manufactures of Great Britain and what would she become even now at this day of her great power and wealth. Let capitalists unite and give to this country the same like advantages as was given to Great Britain long, long ago, and ere many years roll round our population will be twenty times larger than it is, and business in general greatly increased. The whole Province, not only this County, has been signally formed for a manufacturing country; let us not forget then for what the Great Architect designed it, but bend our energies to fulfil His purposes in due obedience to His will.

CHAPTER XXX.

OBJECTS OF NATURAL HISTORY IN QUEENS COUNTY.

What an immense and mysterious volume is nature. Every page is redolent of wisdom, uttering speech from day unto day, and showing knowledge from night unto night. Its attentive perusal will enlarge the conceptions, and turn the soul to the consideration of its destiny, thereby proving that God is the author, and that man should be the student of both the fact and the obligation. The pious Watt elegantly declares his conviction in the following apostrophe:

"Within thy circling power I stand,
On every side I find thy hand;
Awake, asleep, at home, abroad,
I am surrounded still with God."

As Queen's County, in common with the rest of the province, particularly the western counties of Shelburne and Yarmouth, possesses a very wide field for scientific research, it is much to be regretted that more of its

natural history is not known. The Zoologist and Botanist would find on investigating the beautiful variety of shrubs and plants that ornament and perfume the wilderness, that this county is behind none of the other counties in these particulars, while the Geologist and others might indulge in those profound speculations which explore the bowels of the earth, and find resources in its womb. As the Geological construction of the different parts of the province is very dissimilar, it is to be regretted that there has not been that effort made in the western counties that there has in the eastern, although there is no doubt that there is much yet to be investigated over the whole. This subject, I fear, will have to remain a mystery until some great change takes place in the management of our public affairs.

In an infant colony, however, the progress of research is slow and unprofitable. In such a country scientific enquiry meets with very little encouragement and much opposition. Various local impediments obstruct its way. Ignorance jostles it off the road, and the advantages immediately accruable from more familiar pursuits powerfully militate against it. For these and other reasons to which we need not distinctly allude, all that should be required in the present case is a catalogue of the most prominent objects in Natural History.

QUADRUPEDS.

The Moose,	Silver Gray Fox,	Porcupine,
Cariboo,	Cross Fox,	Weasel,
Bear,	Red Fox,	Squirrel,
Lynx,	Otter,	Mole,
Mink,	Beaver,	Rat, (imported)
Fishers,	Hare,	Mouse.
Muskrat,		

THE MOOSE, OR RUSSIAN ELK.—This animal was formerly so plentiful that two expert hunters could shoot from 10 to 15 in a day, this was in the latter part of the winter when the snow was deep and became encrusted with ice on the surface. Its flesh, though blacker than that of the ox, is tender, palatable, and nutritive, and heretofore contributed the chief animal food of the early settlers. The Indians used the sinews as cords; the skins were formerly exported to make soldiers' belts, and the tongue and muffle were sold as great delicacies. Laterly the skins are dressed and used for robes for sleighs, as well as for the purpose of yoke straps for harnessing the working oxen, &c. This animal is yet plentiful in the rear part of Queen's, Shelburne and Annapolis Counties, on the borders of Queen's and Shelburne particularly so. About twenty-four miles from the sea, in the most lonely parts of the forest, they are now to be found in abundance.

THE CARIBOO, OR LAPLAND REINDEER, is distinguished by having brow antlers, which are rounder than the horns of the Moose, and meet nearer at the extremities. In the construction of the fore legs there is also a great dissimilarity in the Cariboo. From the knee joint to the fore foot there is a continuation or connection all the way down of fur and membranes, like a cat's paw, or a rabbit's, which, when required, can be spread, to enable the animal to slide, as it were, over the snow, by which they make their speed fleet, or greater, than the moose. The fur is a light gray, and of little value, except for sleigh mounting. The skin is soft and tough; is considered a valuable leather, and makes the best description of snow shoes. The carcass generally weighs from 140 to 180 lbs., and the flesh is

considered to be better flavored than that of the Moose.

The BLACK BEAR is the only one found in Nova Scotia. It is larger than the European bear, and has been known to weigh nearly five hundred pounds. Although carnivorous, he is rather gentle, and unless when wounded or hungry, is timid and inoffensive. Nevertheless, during the month of June, when they are together in droves, say five or six of them, for a particular purpose, (and at this time they seem to attack the Moose,) it is dangerous to come in their way. The Indians always avoid meeting them at this time if possible. In summer he feeds upon nuts, berries, leaves, &c., &c., and sometimes upon sheep, calves and pigs. Though unwieldy, the bear is very nimble, and can ascend any large tree,—some writers say that is large enough to sustain his weight, or fill his grasp. By the experience that I have had I rather doubt the assertion. On one occasion six of us, men, were together, on meeting with one we immediately dropt chain and compass, and with two axes and one large dog we gave pursuit to him. He, after proceeding about a quarter of a mile made up a lone pine tree, about twenty inches in diameter, and by which he made his ascent not by embracing it, but by forcing his claws with great effort into the bark of the tree, and not in a perpendicular direction, but by making the circumference of the tree in every ten feet of his ascent. He descended by the same mode of procedure several times, as far as a large branch which stood out in a horizontal position from the main tree, and was large enough for him to sit on and take a full view of his pursuers. We prepared four clubs, one a piece for four, and an axe each for the other two, and with the help of the dog we were in hopes to

be able to manage him, if we felled the tree, which we undertook; but when the tree had fallen to about an angle of thirty degrees, he made a bound off the upper side and struck the dog, and left us looking with astonishment at each other. During the winter he lives in great seclusion, residing in dens, or in the hollow trunk of trees, where he supports himself by sucking his paws and navel. The Indians eat and also anoint themselves with the fat, as well for a defence against the musquitos, and as a preventative to rheumatic affections. The meat is considered by some to be as good as pork; the ham is prized as a delicacy, and the skin, when dressed with the shag on, makes good sleigh furniture, and likewise muffs and other articles of apparel.

LYNX.—Of this animal we have two species—the Loupcervier, commonly called the Lucifee, and the Wild Cat, sometimes denominated the little Lucifee. The former, when full grown, stands more than thirty inches high, and measures about four feet from head to tail. Its color is changeable, but the most permanent hue is a light gray, mixed with red. It is of great muscular strength, fierce disposition, and ravenous appetite. This animal commits great havoc among sheep. He moreover howls like a wolf, is armed with sharp talons, and climbs the tree with great facility. The Wild Cat is from one-quarter to one-half smaller than the Loupcervier, but in general appearance, habits and propensities, there is a strong family likeness.

FOXES.—Of Foxes we have four varieties—the Black Fox, Silver Fox, Cross Fox and Red Fox. The two former are clothed in rich fur, but are exceedingly rare. The two latter are meanly habited, and rather numerous. In size and strength they are all inferior to the

English fox, but in disposition and subtlety there is little difference.

OTTER.—This animal is about four feet long, exclusive of the tail, and is generally about a foot and a half in circumference. It is considered by some as amphibious, but others doubt it. I am sure that they can travel over ice and land together, the distance of over one-fourth of a mile at a time. It generally inhabits the banks of small rivers; is an expert fisher, and in the exercise of his profession evinces great sagacity. The Otter is very fierce and strong, but when taken young it may be domesticated and taught to fish for its master. It feeds on fish and poultry, and the bark of trees. The skin makes excellent winter caps, and sells generally for, from \$4 to \$6 each.

BEAVER.—The Beaver is an amphibious animal, and supposed to form the connecting link between quadrupids and fishes. The body is about two feet nine inches long, and is clothed with a rich, glossy fur of a brown color. The skin usually weighs three pounds, and sells from \$1.50 to \$2.00 per pound. The meat is good, particularly the tail, which epicures compare to the muffle of the moose; and the castoreum, or castor, used in medicine, is found in bags near the anus. The female brings forth four young ones at a time, and nature supplies her with a numerical record of her progeny, wonderfully inscribed in the womb, by a hard round knot for each cub. They are remarkably ingenious, prudent, frugal and industrious, live to a great age, and are said to be singularly faithful after coupling.

The MINK is of the same genius, but darker, smaller, and of proportionate value formerly, but has increased in value within the last twenty years. It formerly sold

for 25 cents, lately for \$4.50 and \$5.00 each. These were formerly very plenty, but owing to the great rise in the price are becoming quite rare.

THE MUSKRAT, or INDIAN MUSQUASH, is an amphibious animal; is nearly the size of the common cat, and resembles the Beaver in its appearance and habits. The skin, when touched exhales a grateful scent, and the flesh is in high repute among the Indians.

THE HARE, improperly called a rabbit (for it does not burrow) resembles in size and appearance, the mountain hare of England. They are very plentiful in various parts of the forest, and are snared in great numbers during winter. They are very timid, and of themselves totally defenceless; but the unstability of their colour affords them a partial security; in winter they are nearly white, nor can they except by their eyes be distinguished from the snow; while in summer, they are exactly of the same complexion as the fallen leaves of the preceding year.

THE PORCUPINE is about the size of a small dog; and is covered with a long, dark brown hair, interspersed on the back, sides and tail, with stiff white spears of the thickness of wheat straw, and about two inches and a half in length. These shafts are tipped with black, are slightly barbed, and are commonly called quills. They are the only defence the poor animal has, and when attacked, he rolls himself up, elevates his thorny buckler, and patiently waits for the assault. The flesh is palatable, and the quills are used by the Indians to ornament their moccasins, cap boxes, &c.

There are many of the inferior animals such as are common in the other parts of the Province, which I

have thought are not required to be mentioned in a work of this kind.

FISHES.

At the particular seasons of the year most of the different species of Whales and Sharks visit the coasts of this County.

Bony and Cartilaginous.

Alewife or Gas-	Frost Fish,	Sculpin,
percaux,	Haddock,	Squid,
Cusk,	Halibut,	Shad,
Perch,	Hake,	Skate,
Black Trout,	Horse Mackerel,	Sword Fish,
Salmon,	Mackerel,	Tom Cod,
Salmon Trout,	Pollock,	Whiting, &c.,
Cat Fish,	Red Trout,	Herrings.
Cod,	Smelt,	
Flounder,	Sunfish,	

Crustaceous and Testaceous Shell Fish.

Blue Crab,	Oyster,	Sea Crab,
Smooth Cockle,	Sea Clam,	Harlots Egg,
Lobster,	Sayguish (Indian),	Perriwinkle, &c.
Muscle,	Shore Clam,	

Eels.

Lamprey Eel, Silver Eel, Sand or Mud Eel.

All these fish are very numerous in their season, and so well known that a particular description of them would be uninteresting.

As ornithology has not been cultivated to any great extent in this County, or a perfect catalogue, nor an exact classification of birds can be furnished, I shall therefore give a list of the most familiar, and without affecting any classical nomenclature, designate them by the common names they have received from the people.

Aquatic Birds.

Blue Winged	Old Squaw,	Bottle Nosed
Duck,	Murr,	Coots,
Black Duck,	Large Spotted	Shovel Nosed
Grey Duck,	Loon,	Coots,
Sea Duck,	Gannett,	White Gull,
Shell Duck,	Grey Gull,	Mackerel Gull,
Whistling or Wood	Teal,	
Duck,	Widgeon,	

With a number of others.

The Wild Goose, on its migratory tours, often takes a rest in large quantities in the basin of Port Herbert and N. W. Bay of Port Medway harbor, and occasionally in Rossingnol and other large lakes in this County, early in April when the season is mild, and October when the season is early.

Land Birds.

Eagle,	King Bird,	Wild Pigeon,
Bittern or Indian	Pewit,	Redbird or Bob-
Hen,	Horned Owl,	lincoln,
Blue Crane,	Whooping Owl,	Swallow,
Grey Crane,	Little Screech	Snowbird,
Hen Hawk,	Owl,	Ortolan,
Pigeon Hawk,	Petit Curlew,	Blackbird,
Sparrow Hawk,	White Curlew,	Robin Redbreast,
Raven,	Meadow Snipe,	Bluejay,
Carriion Crow,	Gray Plover,	Yellowbird or
Whet Saw,	Yellow Legged	Canary,
Pigeon Wood-	Plover,	Curved Bill Hum-
pecker,	Birch Partridge,	ming Bird,
Speckled do.,	Spruce Partridge,	Straight Bill Hum-
Crested Kingfisher,		ming Bird,

With a number of others.

Most of these are migratory birds, and come hither in the spring or early part of the summer. Others, such as the Blue Jay, Crow, Partridge, Snow Bird and Wood

Pecker, defy the severity of the climate and remain with us all winter. All the water fowl except the sea duck, drink fresh water and inhabit lakes and rivers, the latter generally resorts to small islands and insulated beaches, gravel regularly during the season, feed on herring spawn in the spring, and the rest of the year upon roots and seaweed.

The Whistling or Wood Duck, so called from the noise occasioned by the violent motion of his wings, and from his habit of nesting, is about the size of a Teal ; it resides at the head of small brooks and rivulets, and builds near the tops of hollow trees. The Geese and Ducks are about the size of the domestic ones ; these birds are plentiful and greatly esteemed, and in some instances have been domesticated.—The Birch Partridge, in size and general habits, resembles the English Wood Grouse ; but their plumage is a mixture of gray and brown, lightly sprinkled with white. They are very plentiful, and the flesh is very tender, and flavored something like the European Pheasant. The Spruce Partridge is somewhat smaller, has a dark plumage, and is impregnated with the bitter taste of the European Moorfowl. They are not considered fit to eat, particularly in the winter season, and from observation, I have found their craw full of black laurel berries, which are considered poisonous. These birds, though very numerous, afford but little game. They are so exceedingly stupid that they will allow themselves to be knocked down with a stick, and sometimes even caught with the hand. The Ortolan is a small bird, resembling in size, taste and plumage the Ortolan of Europe ; they are delicious during the winter and early part of the spring. The Snowbird resembles the

Ortolan in flavor and formation, but is rather larger. During the winter and early part of the spring this bird appears in a white vesture, which, as the summer approaches, becomes brown. Between the Robin and the English Thrush, the only distinction is the pale red breast of the former. In size, plumage and melody, both birds are nearly alike. The American Nightingale, or Spring Bird, is of a dark gray color, and about the size of an English Sparrow. It is the earliest spring bird, and is called by the Indians Gausquitinagit, or the spring bird that brings the summer. It sings very sweetly. The Blue Jay, Yellowbird and Blackbird have each a few notes, which they sing rather feebly. Of the Humming Bird there are two kinds, one has a curved, the other a straight bill. This little creature, the smallest of the whole feathered race, is clothed in a plumage, the richness and beauty whereof surpasses description. On its head is a small crown of polished black, enamelled with white spots ; the breast is scarlet, the belly white, the back, wings and tail a delicate pale green, elegantly speckled with drops, glittering through feathers as soft as down and as lusturous as silk. This beauty migrates from the South, arrives here about the middle of June, and spends the summer revelling and banqueting among sweets and flowers. The Rice Bird, or Boblincoln, is seldom seen in this County (I have seen them, or heard them), and is the only bird in Nova Scotia that sings on the wing.

As regards the insects, we have a variety. The following list comprises all the insects with which we are most familiar :—Lady Fly, Horse Fly, Brown Fly, Black Fly, Skipper, Sand Fly, Blossom Eater, Father Long Legs, Grasshopper, Miller, Cricket, Hornet,

Musquito, Humble Bee, Locust, Wild Bee, Night Flutterer, Great Ant, Large Butterfly, Small Ant, and Small Butterfly. All that can be said of these is that they annoy us a little (comparitively with what the insects do in tropical climates), but the brevity of their existence so qualifies the inconvenience we experience from their intrusion, that we are almost ashamed to complain of it. Of the serpent kind, we have a variety of snakes of different sizes and colors, and striped black and white, and black and cream colored, They are harmless, and invariably, I may say, make good their retreat when come in contact with. They are most numerous about brooks and lakes in this County. There is only one locality in which I have come across them in larger quantities than others—in, on and near the Western line of this County, 26 miles from the sea, These are the striped variety. The historian of Lunenburg County does not mention the circumstance of the number, particularly of the gray snake, to be met with on many of the islands on the shore of that County.

TREES AND WOODS.

White Pine,	White Birch,	Beech,
Yellow Pine,	Dwarf Birch,	Rock, or Curly
Red Pine,	Elm,	Maple,
Red Spruce,	Black Ash,	White Maple,
Black Spruce,	Swamp Ash,	Alder,
White Spruce,	Gray Ash,	Balm of Gilead,
Hackmatack, or	White Ash,	Horn Beam,
Juniper,	White Poplar,	Red Cherry,
Sappino, or Bal-	Trembling Poplar	Choke Cherry,
sam Fir,	or Aspen,	Indian Pear Tree,
Hemlock,	Balsam Poplar,	American Man-
Willow,	Red Oak,	grove,
Black Birch,	Black Oak,	Dogwood.

WHITE AND RED PINE.—The White Pine is the sovereign of our forests, and grows very abundantly on the different rivers in this County, and also around many of the lakes and brooks. It is good for all the purposes of house building; and is considered to be the best wood for ships masts. This tree, as it advances to maturity, acquires a yellow color and a better quality. It grows very straight and tall; in some localities has but few branches, and those near the top.—The Red Pine is exactly the same as the East Country or Baltic Red Pine; it is a very durable and elastic wood, and is highly esteemed by shipbuilders. Red and Black Spruce are generally used for masts and spars, as well as for shipbuilding and other purposes. The White Spruce is good for several domestic purposes; and, when cut with the sap in the root, is very durable above ground, and makes good house frames, fence rails, &c. Almost every spruce tree has one or two large roots running horizontally from the trunk. These make excellent knees for binding ships, &c., and retain bolts and nails more tenaciously than any other kind of wood.

JUNIPER OR HACKMATAK.—This tree resembles the Red Pine in grain, but is harder and heavier. It makes excellent treenails, ships beams, knees and staunchions, and likewise good planks under water. Perhaps the only defect in the Juniper is a liability to sun crack when exposed to the air. It is the most durable wood of these forests.

SAPPINO OR BALSAM FIR.—This is a beautiful evergreen. In the Spring of the year there is at the extremity of every branch a small delicate yellow bud, which, when gently pressed, exales an odor not unlike that of the pine apple. Within the outside bark of this

tree grows a glutinous matter, called Fir Balsam, which, when compounded with the yolk of fresh eggs, makes an excellent salve for green wounds, and if taken in small quantities inwardly, is healing to the lungs.

HEMLOCK is also a perrenial, and grows larger than the pine. It makes good lath wood, and, being very durable under water, is admirably adapted for wharves.

BLACK BIRCH is a very valuable wood, and admirably adapted for ship building, particularly for the lower timbers and bottom planks, purposes for which it is considered but little inferior to English Oak. This wood is susceptible of a very high polish, and makes very handsome and durable furniture if kept beyond the influence of the fire. It should be cut while the sap is in the root. The White Birch makes an excellent description of charcoal; and of its bark the Indians construct their canoes.

ASH.—Of this tree we have four varieties, the Black Ash, Swamp Ash, the Gray and White Ash. The two former are used by the Indians for baskets and the bottoms of chairs; and the two latter make good oars, handspikes, staves and axe handles.

POPLAR.—Of this wood the old settlers made plates, dishes, bowls, &c. It generally grows in the low lands, and where the original wood has been removed by fire. The reason of this is owing to the lightness of the seed, which is carried by the wind, and is of consequence lodged in the hollows.

The OAK generally grows on high land, and is used for fence rails, cart spokes, staves, &c., but, where found in intervals, is very tough, and is used for ox bows, &c.

The BEECH, where grown in pastures is a very hard wood, in appearance resembling, and in quality rivalling,

the English Beech. This tree is elegantly formed, richly clothed in foliage, and productive of a small triangular nut, having a white kernel.

MAPLE.—Of this tree we have three varieties. The Rock or Curly Maple, from the sap of which the Indians make syrup; the Red Maple and White Maple. The latter the Indians use for baskets, &c.; has a light foliage and branches near the top. When dry, the Maple makes the best and most agreeable firewood, for it affords great heat, burns brightly, and from its ashes a strong lye can be obtained.

The ALDER is a soft wood, although a deciduous tree, seldom more than eight or ten feet high, and grows in great abundance along the borders of small rivulets, over which it forms arches, very troublesome to travellers. The bark of the tree, when boiled for about an hour, yields a jet black liquid, which is used to tan nets and dye woollen cloths. It impresses a glossy and permanent black, without impairing the strength or injuring the quality of the wool. The bud, when full grown, steeped in water, is considered an excellent purifier of the blood. Birch and Hemlock bark also make dyes, and is extensively used and much esteemed by tanners.

The BALM OF GILEAD tree grows from thirty to forty feet high, and in the quality of its wood, as well as in the bark and foliage, there is a close similitude between it and the poplar. This tree produces a great quantity of large buds, which retain their vigor all the year round, and in the Spring exhale a most delightful fragrance. From this bud is extracted, by boiling, a viscous, or gluey substance, which, incorporated with mutton suet, makes an excellent salve, and when mixed with hogslard, furnishes an excellent pomatum.

The Juniper, Black and Red Spruce, and several other trees produce a gum, of which the Indians make pitch to cover the rents and seams in their canoes &c.

SHRUBS AND BUSHES.

Witch Hazel,	Blackberry,	Sumach,
Red Berried Elder,	Bayberry,	Maiden Hair,
Swamp Elder,	Cranberry,	Sweet Fern,
Black Berried Elder,	Creeping Blackberry,	Dwarf Laurel,
Blueberry,	Black Huckleberry,	Silver Laurel,
Raspberry,	Gooseberry,	Red Currant,
Strawberry,	Black Currant,	Labrador, or Indian Tea.

ROOTS AND HERBS.

Cow Tongue,	Golden Rod,	Gold Thread,
Yellow Dock,	Indian Shoe,	Ginseng,
Black Dock,	Broad Plantain,	Chocolate Root, or
Green Briar,	Mayflower,	St. John Wort,
Cancer Root,	Mountain Tea,	Sweet Pea,
Pigeon Berry,	Common Sorrel,	Swamp Grass,
Blood Root,	Five Fingers,	Bearded Thatch
Motherwort,	Winter Green,	Grass,
Everlasting,	Wild Tulip,	Cotton Grass,
Spiknard,	Red Solomon,seals	Sweet Flag,
Dandelion,	Blue Solomon,seals	Chairmakers Flag,
Wood Sorrel,	Indian Cups,	Lobelia, or Indian
Sarsaparilla,	Elecampane,	Tobacco,

with a number of other roots, &c., with which I am not acquainted.

Of wild flowers, the most peculiar is the Mayflower, (*Epigæa repens*) a little hardy plant that flowers early, even before the snow banks have been all melted. It has been long adopted as the emblem of Nova Scotia, as it is hardly to be found elsewhere, and our native

people have chosen it as their chief ornament, with the motto,

"We bloom amidst the snow."

The "*Linnaea Borealis*," and the "*Sarracenia*," or Indian Cup, are also remarkable flowers, probably peculiar to this region. The Nerve Plant is a remarkable plant, the flowers of different colors, white and violet, and remarkable in configuration, said to be excellent when reduced to a syrup to quiet the nerves.

Most of the roots and herbs possess medicinal and other properties ; but as my knowledge of them is very limited, I will confine my remarks to those with which I am best acquainted :—Witch Hazel or Mineral Rod. This produces no nut ; but it is said that a detached brand of it has the singular property of pointing to where minerals are deposited.—The Elder tree is rather a large bush, growing on rich lands, and producing red clustered berries, and soft pink flowers. The flowers are soporific (causing sleep) , the berry a purgative ; and the bark an emetic.—The currants and fruit berries grow very abundantly, and make an agreeable wine as well as excellent jellies and preserves.—The Huckleberries and Brambleberries also make good preserves, and will, if properly dried, keep all the year.—The Bay berry grows on a shrub, called by Linnaeus the *Myrica Cerifera*. The berries are of a pale green colour, and contain an odoriferous matter representing wax. This substance is extracted by boiling the berries in lye, which is afterwards strained, and when the composition cools the wax hardens on the surface, and affords a material for candles, little inferior to spermaceti. The Indian Tea tree is a small shrub, hardly three feet high. It is much encumbered by a profusion of leaves, the upper

side whereof is a bright green, and the other one a pale yellow. These leaves, when sweetened, make a pleasant tea, which the Indians administer as an effectual antiscorbutic.—The Vine or Maiden Hair, makes a more agreeable decoction, and requires less sweetening.—The Ginseng is a long white root, running about two inches under the surface, and growing to about two feet in length. It generally grows in rich ground, and is a valuable detergent for the blood. The Chocolate Root grows near swamps, and is of a dark brown color. It is seldom more than ten inches in length, and appears as if combined by several knotty joints. A strong astringent made from a decoction of this root, is considered an infallible remedy for dysentery.—The Calamas, or Wild Ginger, is an excellent stomachic; and the Blood Root, so called from its color, dyes a handsome pale yellow, and is considered good in cases of hemorrhage. The wild cinnamon is a small root that makes an excellent perfume, and resembles the cinnamon in flavour. It is very rare, and for its medicinal virtues, is so highly esteemed by the Indians that they conceal it from one another.—The Wintergreen is a small shrub (there are various sorts of it), seldom more than six inches high, and is crowned by a few leaves, and one or two beautiful red berries growing near the top. The fruit is pleasant, and the leaves make an agreeable beverage, and Motherwort is used in obstetrick cases.—The Gold Thread. This is a delicate, unobtrusive little vine, growing generally from eight to twelve inches in length. Sequestered in rich mosses, this unpretending beauty lives in retirement and veils its loveliness in the bosom of the earth. Its flavour is exceedingly bitter, and among many other virtues that recommend it, the

benefit a diseased mouth derives from its application is not the least. The Wood Sorrel, which is a small plant resembling the White Clover, grows in swamps, or low damp situations among the forest trees. Although not mentioned by botanists, as far as I can discover it is one of the most useful plants that I have observed, and in my opinion will, on investigation, be found to contain the properties attributed to the now far famed Cunderango, the great Cancer, Scrofula and Consumption cure, particularly as regards the cure of Cancers and Scrofulous diseases.

STRUCTURE OF THE SOIL.

On these matters it would be easy for me to waive an elaborate discussion, as it is difficult for me to afford much information. Of the sciences that illustrate them my knowledge is very limited, nor have I in the course of my enquiries met with any who seemed to have cultivated their acquaintance. For these reasons, therefore, I must necessarily confine myself to a very few familiar remarks. The base, or substratum, of this County, in many places appears to be a bed of clay or partly decomposed clay slate, of a light grayish color, and in many places mixed with gravel and shingle, but in such a confused state as to make it appear as that the whole surface, in many parts, had been disturbed to a considerable depth by a volcanic eruption, or by the effects of earthquakes, in some parts, particularly in the Eastern part of the Northern District, where a range of high hills interpose a primitive formation, but even in this part a large quantity and variety of the primitive formations are involved in gravel, in large boulders on the surface. The surface of the soil is so various that to give a particular description of it

would be too lengthy for a work of this kind. In its natural state, the quality of the soil may be easily ascertained by the description of wood growing on it. Hence the lands in which the Maple, Beach, Black Birch, and a mixture of other trees luxuriate, are always rich and marley; while those where the Fir, Spruce and Larch, and other species of the pine tribe grow, are invariably light and less fertile. There are in many parts of the county contiguous to and around the lake streams and brooks large quantities of meadow land fit for cultivation not yet occupied, and peat bogs which I have no doubt with proper investigation would prove valuable for fuel, &c.; the extensive one near the town of Liverpool reserved for the use of the town by the exertions of the late James Gorhan, Simeon Perkins and John More is or was thought to be of an excellent quality, fully equal to any of the Scotch peat bogs then known. The vegetable productions are Wheat, Oats, Barley, Rye, Maise, Beans, Peas and Buck Wheat; all of which, as well as a variety of hortulan plants, roots, and ground crops, this County yields abundantly. In addition to these general capabilities, this County is admirably adapted for the cultivation of hemp and flax, not inferior in quality to that grown in any other part of the Province.

MINERAL PRODUCTIONS.

In a County where there are but few scholars, and where almost every one is engaged in commerce, agriculture, or some other familiar pursuit, by the assiduous cultivation of which to acquire a desirable competency, it cannot be supposed there are many profoundly versed in the abstruse sciences. But although this immature state of erudition, conjunctively with the unexplored

condition (I mean scientifically) of the County, naturally circumscribes our knowledge of its internal character, we are not altogether in the dark concerning its occult resources. Their intrusion in several places has very partially supplied the deficiency of our perception. Granite is familiar in some districts ; a good description of slate is very prominent in several parts of the County ; excellent quarries of a superior fire stone equal to the imported fire brick, is to be found in the western part of the Northern District, and various kinds of Ochimy are also very plentiful, as well as an excellent composition for the manufacturing of glass.

CLIMATE AND SOIL.

The temperature of any country depends on a variety of circumstances, of which the action of the solar rays, and the degree of latitude, are the most influential. When the sun's rays strike the earth obliquely they produce but a trifling effect, and this with the great length of the night, no doubt, occasions the excessive cold of the polar regions. But, although the oblique influences of the sun negatively produces cold, inasmuch as it withholds warmth, the direct or vertical action of the solar rays, does not of itself produce heat on the surface of the earth. For instance, the tops of the highest mountains are always cold, and the summits of many of them are covered with snow, while the valleys beneath enjoy a genial warmth, that produces a rich and rapid vegetation. Indeed, under every climate, the higher we ascend in the atmosphere, the greater is the degree of cold we experience. Nor is there any region under Heaven, provided the land be sufficiently elevated, that is totally exempt from the dominion of frost and snow. Nor is the latitude of a place by any means an infallible

criterion, by which to judge of the heat and cold that prevails there ; for we commonly find that islands are less subject to the extremes of both, than continents are ; nor can any reason be assigned for this difference except we admit that the sea preserves a more equable temperature than the land. This reasoning equally applies to islands or continents, whether in their natural or reclaimed state. The sea-encircled position of the one, naturally induces salubrity, while the internal of the other exposes it to the heat and extremes of heat and cold. Countries extensively covered with wood and intersected by water, be they islands or continents, experience a much greater degree of cold and dampness than those which have been highly cultivated and improved (or deprived of the forests by conflagrations). The cause of this is as follows, one of the chief sources of cold is evaporation, and the reason of this is because this process is attended with a considerable absorption of caloric, and hence does the draining of countries tend to improve the temperature, for the water being by that expedient drawn off into narrow channels, it is no longer permitted to evaporate in any considerable degree. This is demonstrated by the fact, that cultivation has greatly contributed to ameliorate the climate of Europe, as well as that of America. Diodores describes ancient Gaul as being extremely cold ; and Aristotle says it was a climate so frigid that an ass could not live in it. Two thousand years ago it was the residence of the Elk and Reindeer, now only to be found in the northern countries, or in the northern parts of America, including this County, under the names of Moose and Cariboo. Ovid says, that in his time, the Euxine, or Black Sea, was frozen over every winter ; and Strabo assures us that the

northern part of Spain was but thinly inhabited in consequence of the extreme cold. Were it necessary, multiplied instances of the beneficent change produced in climates by cultivation, might be easily adduced from the testimony of both ancient and modern writers.

From what has been said, coupled with what we could say, it is manifestly evident that the several countries of Europe are warmer now than they were formerly, and that the change has proceeded from cutting down the woods, the cultivation of wilderness lands, and the draining of marshy grounds; all of which has enabled the atmosphere to retain a large portion of calorific matter, formerly expended in evaporation; in the mean time it must be borne in mind that the indiscriminate destruction of the forests of any country is injurious, which can be easily shewn if we had room.

Nova Scotia, though cold, lies in nearly the same parallel of latitude as the south of Germany, where the climate is mild and temperate, and, indeed, thirty degrees West of it, in the same parallel, it is also much more temperate, so by a natural parity of reasoning, we arrive at this conclusion. The cause of the severity of the winter here is:—The most prevailing winds of the winter season are the North and North-easterly winds, which, issuing from the direction of the North Pole, and sweeping over inhospitable regions and prodigious wastes, where genial warmth is never known, and acquiring cold in their passage across the shores of Hudson's Bay, the Labrador, and the eastern shore of the St. Lawrence, carry with them a frigidity which belch upon Nova Scotia and New Brunswick. The numerous lakes and ravines intersecting this inward territory, help to conduct the wind and increases its pungency,

while the high mountains, retaining the snow, and dense forests resisting the action of the sun's rays, also materially contribute to produce the effect. In this south west part of the Province we frequently in the fall of the year, and sometimes during the winter, with a continuance of southerly wind, feel the direct effects of the vapor rising off the Gulf Stream, which passes about 200 miles south of this, which often very much ameliorates the severity of our winters. The climate is healthy and temperate; local diseases are unknown, and instances of surprising longevity very common. The snow commences, generally, about the latter end of December, but rarely becomes permanent till early in January, from which time until the end of March, intermittent frosts and snow storms prevail. These, however, though in an eminent degree essential to the manufacturing interests and trade of the County, are neither so frequent nor so severe as formerly. It is a remarkable fact that during the last century the climate of this Province has wonderfully improved, a change which, no doubt, is ascribable to the growing influence of agriculture, tempering the keen Northerly winds to which I have alluded. Indeed, although winter is still cold, it is remarkably pleasant. The frosts, by providing us with excellent highways, only facilitates intercourse; the air is clear and bracing; the sky generally cloudless, and illuminated by a bright and fervent sun. And, although spring comes round rather slowly, no inconvenience results from its tardiness, for nature kindly obviates the embarrassment by favoring us with a surprisingly rapid vegetation, ending in an early and an abundant harvest. The summer season, though for a while very warm, is neither dangerous nor distressing.

May and June are invigorating and salubrious months ; and the intense heat of July and August is fanned by refreshing sea breezes that ventilate the atmosphere, while the evening dews, by anointing the earth, protect it from the parching influence of the sun, at the same time that these dews themselves are deprived of their sting by light Westerly winds, that seem to kiss away their venom. September and October are delightful months ; and November and December, though cool in a subordinate degree, are very pleasant, and regularly distinguished by a brief interval of warm weather, called an Indian Summer. From what has been said, it manifestly appears that the temperature of this Province arises more from atmospheric influence of other countries than from any inherent properties in our soil, our climate, or our situation, and consequently the cold of winter and the heat of summer, are both the effects of external causes. That one is primarily occasioned by the keen northerly winds proceeding from, and crossing over, bleak and inhospitable regions ; and that the other is conferred by the sultry breezes of the South, emerging from, and passing through, warm and cultivated countries, and also from the effects of the warm vapor from off the Gulf Stream. As I have already stated that my acquaintance with these subjects is very limited, I shall now close the consideration of them by describing the appearance of the Aurora Borealis, or Northern Lights. In this country, during the harvest, winter, and spring months, these beautiful and splendid phenomena appear frequently, and often with peculiar brilliancy. They are usually seen in calm nights, between the setting of the sun and the closing of twilight. They generally emerge from the North,

and trace their luminous career along the space between the summit of the clouds and the edge of the horizon, their brightness, on these occasions, frequently eclipsing the quadrature effulgence of the moon. Sometimes they appear indefinable shapes ; at others they assume the form of an arch, or broad crescent, whose extremities measure the horizon, and occasionally they resemble separate columns, whose movements remind the observer of the evolutions of an army. Their change from the similitude of a crescent to that of columns is generally very sudden, and, to appearance, effected by an accession of blue spears. After moving majestically in pillars of light, as well as in a variety of other figures, they suddenly vanish, as it were in mockery of the beholder. Their glory, however, is only veiled for a moment, for scarcely have we recovered from the astonishment inspired by their precipitate retreat, when they again flash upon the vision with increased splendor. I have often attentively contemplated the Northern Lights, but more especially when they have effected the similitude of military evolutions, and on those occasions have fancied I heard issuing from them a sort of whizzing noise, not unlike the indistinct sounds proceeding from the remote discharge of musketry. Many writers say the appearance of these lumina is of recent date (but if ancient history is to be credited, they were seen 2000 years ago by some Scandinavian voyagers), nor has it yet been satisfactorily explained. They seldom appear after 12 o'clock at night, and very frequently herald a change of weather. In different parts of England these lights were formerly called streamers, merry dancers, and burning spears, and were considered by some to predict some important change in

the country over which they appeared. There is no climate, however inhospitable, that does not possess internal resources which, if judiciously cultivated, would provide its inhabitants with all the necessaries, and some of the luxuries of life. When the sterility of the land derides the husbandman's industry, the fertility of the sea coast generously supplies the deficiency, for what the plough cannot effect, the net is adequate to accomplish. Enterprise or cupidity may create commerce, but neither of them can sustain it. Its perpetuity results from other causes. Reciprocal wants, supplied by mutual industry, approximate the most remote countries, familiarize strangers, and strengthen the bonds of international connection. And thus are the seemingly impoverished regions of the North enabled to sustain an extensive commerce with the apparently more favored nations of the South.—Upon Nova Scotia, (Queens County in particular,) has a munificent Providence liberally conferred the elements of an extensive and aggrandizing commerce. Salmon and Gaspereaux would swarm in every river, if the rivers were protected. Nor is the coast one degree poorer than the interior, for all the varieties of sea fish, in their respective seasons, literally besiege the bays and harbors that indent it. Still, however, although thus eminently favored, it may be said that these great resources have been much neglected. Scarcely have the fisheries of late years been sufficiently cultivated to supply domestic consumption, and too frequently has even the little done in this way been done in direct violation of the Fishery Laws. These laws, I am pleased to say, have had a beneficial effect already as regards the Salmon and Gaspereaux. Manufacturing, Lumbering, Fishing

and Agriculture constitute the fourfold machine by whose uniform evolutions alone can our commerce be sustained, or the interests of our country promoted. Franklin, by nature a philosopher, by experience a politician, a financier from habit, and a patriot from principle, has affirmed, "That he who puts a seed into the ground is recompensed by receiving forty for it, and that he who draws a fish out of the water draws out a piece of silver." This distinguished economist well knew what it would seem that we have yet to learn, namely: that, although an advantageous trade may array a declining country in the costume of apparent improvement, it never can promote its prosperity. We have too long wasted our energies by too exclusively prosecuting the lumber trade; but it is high time to reflect that the forest is a perishable resource, and that its ultimate exhaustion is inevitable under the present system. Let us, then, by the practical adoption of a familiar admonition, exemplify our sagacity and evince our promptitude. Let us, taking time by the forelock, avert the evil by anticipation, and supply the diminution of one resource by the cultivation of another. Let us turn our attention to Manufacturing, Agriculture, and the Fisheries. Then will our lumbering, strengthened by a salutary restraint, remunerate both manufacturer and shipper, then will the fisheries render their unsolicited tribute; then will our commerce, invigorated by variety, become both agreeable and profitable.

CHAPTER XXXI.

Societies.—Friendly Society.—British and Foreign Bible Society.—
Liverpool Institute.—Light Houses.

There was a "Friendly Society" in existence in Liverpool in 1794, and had been for some years previous. This society seems to have been formed to take the place of a Masonic Lodge, as there was no competent jurisdiction to form one in town. The establishment of a Lodge of Masons a few years afterwards, and the absconding of the cashier with the funds of the society, led to its discontinuance.

"The Queens County Friendly Society" was formed in the town of Liverpool on the 1st of January, 1839, by the following gentlemen :—

C. G. Wright, Senr.,	Wm. Gold,	John More,
Wm. Williams.	Silas West,	Wm. J. Wright,
Michael Butler,	George Boyle,	James Clements,
Jas. Boole, Senr.,	John McCormick,	George Turpill,
David Murray, Senr.,	Philip Brown,	John Long,
Joseph West,	Jonathan Crowell,	Edward Vanhorn.

Two only of the above named gentlemen have now a connection with the society viz., Jonathan Crowell and David Murray, Senr.

The present membership is 110, and steadily advancing. The funds of the society are, cash in hand and secure investments, about \$1000. The officers for the present year are—President, C. M. Selig; Vice President, J. M. Dunlap; Treasurer, W. B. Phillips; Secretary, George W. Freeman; Stewards, Bros. Wm. Godfrey, A. G. West, Wm. Jackson, W. B. Dexter, W. Anderson and J. W. Coop. The object of the society is the relief of its members when in need,

and which is extended to their widows and children. Every member, whether poor or rich, is by the rules of the society compelled to receive at least \$1.00 a week. Their other charities are controlled by the vote of the members.

In England and Wales these societies are very numerous, and there assume the form of mutual benevolent land associations. They have taken firm root, and from the report of the officer appointed by the Government to keep a register of these societies, we learn that there are now in England and Wales 10,795, with a membership of 1,589,176 persons, and the accumulated funds amount to upwards of \$40,000,000. These societies are organized upon the basis of mutual contributions and reciprocal aid in time of sickness, or lack of employment, and, in case of death, for the payment of funeral expenses. The fees are, of course, quite small, and so are the sums disbursed in return. They are not political gatherings, nor intended to interfere in labor or business affairs, and there is no question but what they are useful and desirable.

The British and Foreign Bible Society was first formed in 1813. About 13 persons subscribed \$4.00 each. It was a new thing, and was not taken hold of with much earnestness. On the 5th of January, 1818, at a yearly meeting, the constitution was altered. The principal change was the connection of the society directly with the parent institution at home, the first having been formed only as a branch of the Halifax society. A committee of 24 of the most respectable men in the County were appointed, with the Rev. John Payzant as President. The committee were :—

Nathan Tupper,
Joseph Barss,
John McVicar,
Patrick Doran,
Nelson Freeman,
Simeon Freeman,
James Goreham,
Allan McPherson,

Thos. Freeman,
Joseph Freeman,
Robert Freeman,
Jacob Whitman,
James R. DeWolf,
Simeon Perkins,
Joseph Verge, Senr.,
John Kirk,

John Thomas,
Nathaniel Smith,
Snow Parker,
John Barss,
Gordon DeWolf,
Paul Collins,
Isaac Dexter,
Joshua Newton.

After this there were no meetings of the society until 1840, when the constitution was again altered, and it became a branch of the Halifax society. Since this time the society has been in regular operation, and held its yearly meetings. The present officers are Thomas R. Patillo, President, and the Rev. Charles Duff, Secretary.

The Liverpool Institute was formed and went into operation in November, 1841, but continued for a very few years. In 1842 it was prospering under the direction of the Rev. Richard Knight, John A. Barry, Esq., and David Grieve, Esq., M. D., and others, forty in number. The funds in hands were \$60.00, and they had a collection of mineral specimens, Indian relics, and other articles for the commencement of a proposed museum.

The opening lecture was delivered by its President, Doctor David Grieve, on "Genius," and was followed by other gentlemen on "Mathematics," "Physiology," "The foresight of Providence in providing for the reproduction of the insect tribes," and "On the laws of motion." The question, "Whether was the British Government justifiable or otherwise in expelling the French Acadians from this Province," was taken up, and commented on in a very animated manner. The interest taken by the members in this institution at its first inception was great, but it gradually declined. The debates and discussions were open to the public, and ladies and strangers were admitted. Such an institution as this in

Liverpool would now be desirable, as it would provide a place for the young men of the town to spend their evenings in study, and in associations with others who might impart to them valuable information.

LIGHT HOUSES IN QUEEN'S COUNTY.

Port Medway, one fixed bright light, Lat. $44^{\circ} 6''$ N. Long. $64^{\circ} 34''$. Tower white with black square on seaward side, built 1851.

Liverpool Bay, Coffin's Island, revolving bright light, Lat. $44^{\circ} 3''$ N. Long. $64^{\circ} 36''$ W. Tower striped red and white horizontally, on South Point, built 1812.

Fort Point, one fixed bright light, Lat. $44^{\circ} 37''$ N. Long. $64^{\circ} 39''$ W. White tower on Fort Point, built 1855.

Little Hope Island, revolving red light, Lat. $43^{\circ} 48' 31''$ N. Long. $64^{\circ} 47' 15''$. Building square painted white, built 1865.

Port Hebert, or Le Bear, on Shingle Beach, Lat. $45^{\circ} 48' 04''$ N. Long. $64^{\circ} 55' 24''$ W. Building white, built 1872.

CHAPTER XXXII.

CONCLUSION.

Queen's County has prospered in the past, and let us hope that every success will attend its inhabitants in their undertakings in the future. The present monetary crisis will soon pass over, and the people rising from this will start forward with new energy and spirit in the path to wealth and position. To the author, the work of compiling this history of his native County, in which he has been engaged for several years, has been a pleasant though arduous work ; and now that it has been

brought to a successful completion, he trusts that it may be impartially dealt with by the descendants of the men whose history he has recorded.

The immense resources of Queen's will no doubt place her in the position she should occupy, and the opening up of the Northern District by railway connection between Annapolis and Liverpool will do much to bring about that which should be the desire of every inhabitant of Queen's. Let the people but be true to themselves, educate their children and bring them up in paths of honesty, morality and righteousness, and the Power which overrules all will shower down blessings upon a humble and grateful people.



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- CHAPTER XXIX.—Rivers and Streams..... 204—218.
- CHAPTER XXX.—Objects of Natural history in Queens Co.. 218—245.
- CHAPTER XXXI.—Societies of different kinds.—Light Houses. 246—249.
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ERRATA.

- PAGE 20.—Read "seventeenth" instead of "seventh."
" 34.—Read "latent" instead of "talent," in the third verse of the poem.
" 70.—Read "Mascerece" instead of "Mascasm."
" 72.—Read "meed" instead of "mud," and "spermeciti" instead of "spermatic."
" 78.—Read "Morse" instead of "Movie," and "Amherst" instead of "Ament."
" 111.—"Joshua" Newton instead of "John."
" 141.—"Martha" instead of "Lydia Tupper."
" 156.—"Mr." James Mullins instead of "Mrs.," and "Tracy" instead of "Lacy."
" 174.—Sixth verse, "Carribee's" instead of "Cambec's."
" 195.—"Mingan" instead of "Niagara."
" 205.—Annapolis "basin" instead of "barren."

